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See page 23.

CYCLE NEWS®

February 24, 1988 : Number 7

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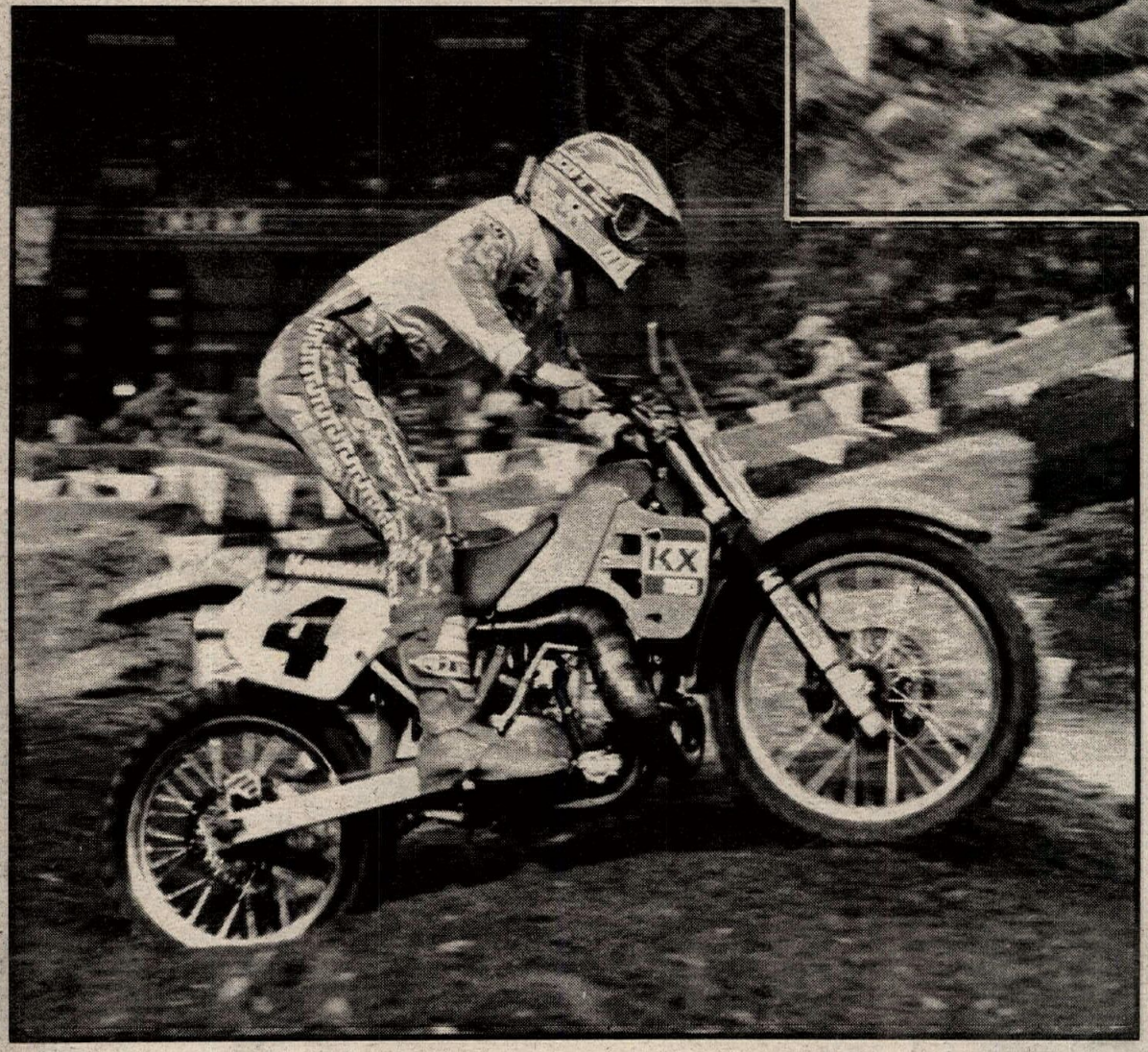
Johnson, Lechien score Seattle Supercross wins

Matiasevich wins both Seattle 125cc Supercross races



Willow Springs Formula USA Road Race

Interview: MXer Billy Liles

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Three new sponsors have been added to the family of corporations which will support activities and racing events during Daytona Cycle Week '88 at Florida's Daytona International Speedway and other area facilities. Nestle's Chunky brand will sponsor the Chunky Horseshoe Turn and the Chunky Chicane on the 3.56-mile road course for the March 6 47th Annual Daytona 200 by Arai. Daytona Budweiser joins Wiseco and Dennis Kirk, Inc. as sponsors of the 14th Annual Daytona Budweiser/Wiseco Dirt Track Series. Budweiser also sponsors the Daytona Victory Lane: A Trip Down Memory Lane display at Volusia Mall during Cycle Week. Dennis Kirk will sponsor a $100 lap leader award for the six dirt track events which comprise the dirt track series. In each feature race, Dennis Kirk will pay $100 to the rider who leads the Dennis Kirk Lucky Lap 9.

Busch will again sponsor Daytona Cycle Week's 14th Annual Busch Half Mile dirt track race Sunday, February 28, at Volusia County Speedway in Barberville, Florida, while Budweiser will sponsor the Saturday night, March 5, 600 National Dirt Track Series round at Memorial Stadium. Harley-Davidson will again be marketing its Harley Heaven area at the speedway for the Daytona 200, and American Honda will once again support the Daytona Supercross by Honda which takes place in the pit road area in front of Daytona International Speedway's Campbell Grandstand on Saturday, March 5.

Pre-entries for the March 6 Daytona 200 by Arai total 107 riders representing 11 different countries on six different makes of motorcycles. Top entries include Camel Pro Series champ Bubba Shobert, Suzuki factory rider Kevin Schwantz, former Formula One champs Mike Baldwin and Randy Renfrow, and former Battle of the Twins (now Pro Twin) champ Jimmy Adamo. In addition to riders from the U.S., road racers from Canada, Spain, Sweden, Japan, England, France, Italy, Switzerland, Finland, and, for the first time, a rider from behind the Iron Curtain, Harmat Arpad of Hungary, are entered. Top international riders include: Swedish champ Anders Andersson, French Superbike aces Gilles Husson, Philippe Bouzanne, Jean-Louis Tournadre, Suzuki-backed Japanese rider Yukiya Ohsima, Italy's Stefano Caracci, Edwin Weibel of Switzerland, British riders Keith Huewen and Andy McGladdery, and the first Finns entered since Jarno Sarrinen won the 200 in 1973, Kimmo Kopra and Esko Kuparinen.

The May 22 Camel Pro Series/Grand National San Jose Mile will be the last motorcycle race ever held on the one-mile dirt oval at Santa Clara County Fairgrounds. The September 18 Grand National mile in San Jose recently was canceled because the fairgrounds oval will be paved to accommodate future Winston Cup Series auto racing events; the paving was authorized by a recent agreement between Santa Clara County Fairgrounds and International Speedway Corporation. After the mile oval is paved sometime this fall, the track probably will feature two Winston Cup races a year, one in the fall and one in the spring. According to Rick Farren, a spokesman for San Jose Mile promoter Bob Barkhimer Associates, plans are being considered to relocate the San Jose Mile to another northern California facility, but a site has not been selected. Farren added that the San Jose Mile "hasn't held itself up financially, over the last couple of years as we had hoped it would."

Dutchman Racing (Suz), with Kevin Rentzell and Jeff Heino handling the riding chores, won the opening round of the '88 AMA/CCS EBC Brake Endurance Challenge Series at Firebird Raceway in Chandler, Arizona. Dutchman Racing finished one minute and 10 seconds in front of Team Lockhart's Doug Brauneck and Dale Quarterly (Suz). Donnie Rowe and Tommy Sloan took Kayo Racing (Yam) to a third place finish.

Mike Baldwin and England's Roger Burnett will ride George Vincensi-prepared Hondas in the Daytona 200. The two VFR750 Hondas were campaigned by Dan Chivington last year. No word on a 200 mount for Chivington, but he's joined Larry Shorts on a Kawasaki as Rob Muzzy's AMA/CCS Endurance Series team. According to Kevin Rentzell, the Muzzy Kawasaki 1000 was developing "awesome power but wasn't handling well" at last weekend's AMA Endurance Series opener at Arizona's Firebird Raceway. Muzzy's team finished fourth.

Additional U.S. Senate hearings on S7 have not been scheduled, according to Diane Nagel, a spokesperson for the Public Lands Subcommittee of the Senate Energy & Natural Resources Committee. "We have (other) hearings scheduled through March, so hearings on S7 will be held sometime after that, if at all (in 1988)," Nagel said. S7, known as the California Desert Protection Act, was introduced by Senator Alan Cranston (D-California) and written by the Sierra Club. The bill would close most of the California desert to off-road riding.

Don Griewe (Hus) won the 38th Annual Moose Run, round two of the 1988 National Hare & Hound Championship Series, held February 14 in Red Mountain, California. Dan Ashcraft (Yam) claimed second, and Larry Roeseler (Kaw) finished first in the 250cc class to take third overall. Eric Hallgath (Yam) collected seventh overall to top the 125cc division.

Randy Hawkins (Suz) scored his second straight win in the SE&TRA Enduro Series when he won the February 14 round in Greenville, North Carolina. Hawkins dropped 34 points, topping Brian Adams (Suz) who was second overall with 40 points dropped, and Allen Gravitt (KTM) who was third with 41.

MOVED: HPS, manufacturer of High Performance Synthetic lubricants, to 1365 Grand Ave., Unit 106, San Marcos, CA 92069; the new phone number is 619/931-0844.

Entries for Great Britain's 1988 Isle of Man TT road race will close April 30, according to race officials. Up to

(Continued to page 28)

Three-time Camel Pro Series champ Bubba Shobert received both the Motorcycle Racer of the Year and the Motorsportsman of the Year awards at the Sunnyvale, California-based Motoring Press Association's 25th Annual Awards Dinner in San Francisco recently. This marked the second consecutive year Shobert has been named Motorcycle Racer of the Year by the MPA. In a separate mail balloting by the more than 50 MPA members, Shobert was also selected to receive the Motorsportsman of the Year award over nominees from other forms of racing. Motorsports columnist Floyd Busby (right) is seen in the photo below presenting Shobert with his Motorcycle Racer of the Year Plaque.

PHOTO BY DICK JOHNSON PHOTO/GRAPHICS.

How you can WIN

Election 1988

The most crucial legislative election in 1988 is for California's U.S. Senate seat. One volatile issue will make or break Pete Wilson.

Wilson's political life has been one of shunning publicity and exposure. Not surprisingly, few Americans know Wilson is a U.S. Senator. Even in California, many can't identify Wilson as their "other" federal Senator, while Alan Cranston enjoys widespread awareness. But obscurity has given Wilson electorate votes when facing controversial opposition.

The Senator's staff are prompt to point out that Wilson's *obscurity* relates to his job dedication, innumerous appointments and long hours. As Senator of the nation's largest (28-million) and fastest-growing state, Wilson indeed has endless formidable challenges. Finding issues crucial to the world's seventh largest economy is not Wilson's challenge, but selecting which he will champion, or oppose, is.

An ominous statistic haunts the Wilson campaign. No Junior Senator from California has been re-elected in 36 years. Pete Wilson is best known for his support of national defense which is always an issue of monumental consequence to Californian businesses and employment. However, the issues of national defense, Iran-Contra, et al, are not subjects for this forum.

Pete Wilson has been keen to accept the title of "staunch environmentalist." It is this identity which has traditionally given him full support and/or endorsement of the Sierra Club and other environmental groups. — until 1988. Now Wilson is caught in a situation of, *"damned if he does and damned if he doesn't."* The issue is Alan Cranston's Senate Bill 7, the California Desert Protection Act, the most sweeping environmental legislation in our nation's history.

In spring of last year, Wilson was accorded the "Bronx Cheer" at a Sierra Club convention where he gave the opening speech. He condemned "noisy" off-roaders, but declined to endorse S7. Conversely, Wilson's certain opponent for the senate seat, California's Lieutenant Governor Leo McCarthy, supports S7 and is endorsed by the Sierra Club and other environmental leaders. S7 has rapidly become the "hot potato" which Wilson and his campaign wish, fruitlessly, the Senator could ignore.

Over six-million people visit California's deserts every year. Around two-million work in the desert, a large portion in national defense. The employment and dollar value involving the military, recreation, tourism, vital minerals, livestock, farming and more are mind boggling. And all will be severely impacted by S7. The people numbers alone would easily elect or defeat *any*

(Continued to page 34)

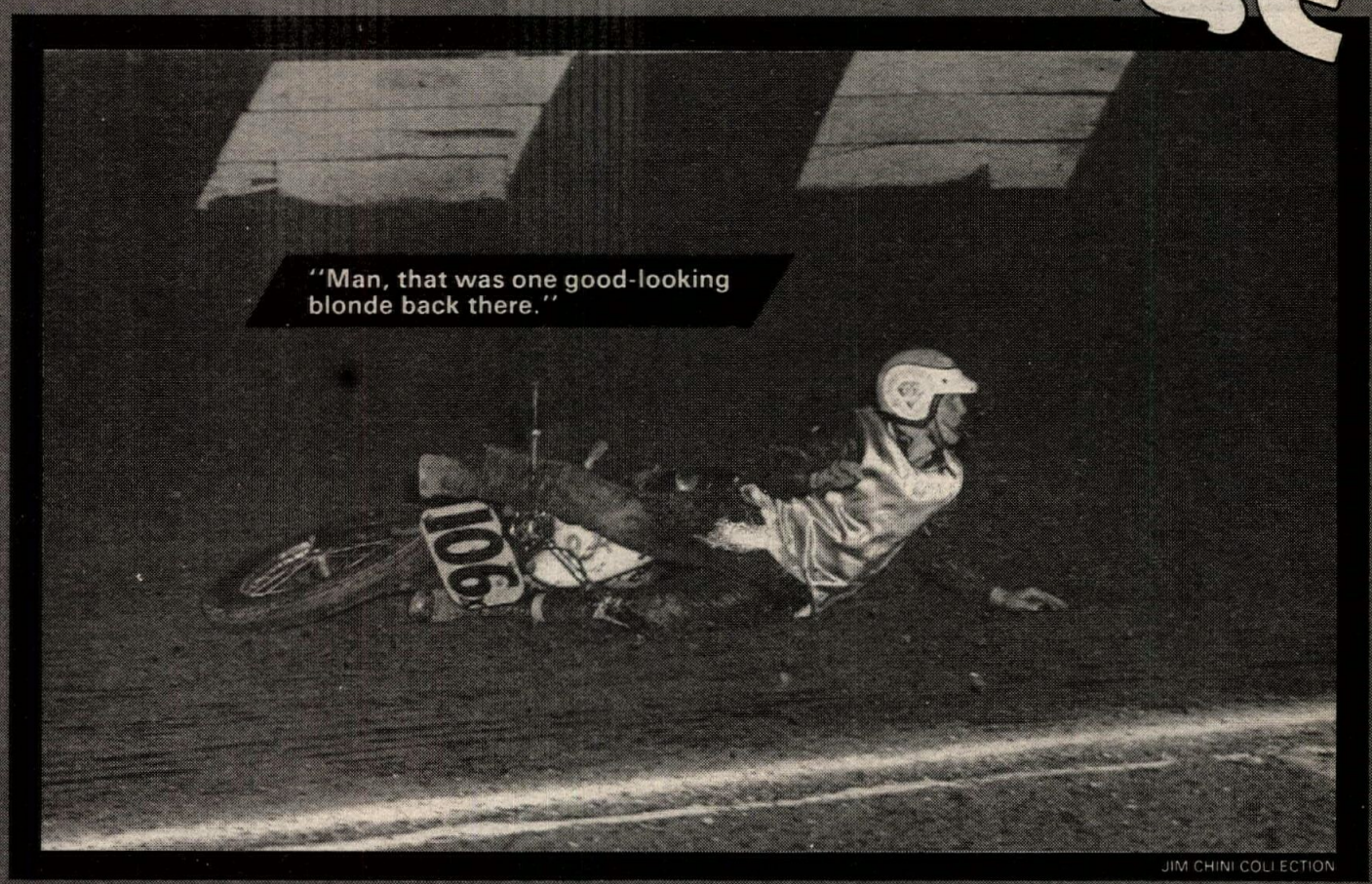
CYCLE dreams

That their Sound was a bonus motorcycles gave, and I renewed that lush love affair.

I was off in Calgary to see the Events. They were Olympian and breathtaking. Absolutely stunning. And I was listening to all the noises at those marvelous venues. Like that express train rattle of the luge at speed. And a cross country skier's peculiar grunt. The puck slap and cheers of ice hockey. But I caught myself missing my motorcycle, and the ride, and its own indispensable sounds. Back home, they waited for me like a lover. Where I was — alone and alien — it was all bobsledder shouts, heroic rink music, a broom whisking ice for the curling stone, and a ski jumper's incredible silence of flight. And there in that frozen instant when the athlete hung suspended above his viewing world's millions, my own treasured sounds returned. It was — Hail! the trumpeter call of a megaphoned Triumph! The chatter bark of old Crockers, of J.A.P. speedway champs. There's the purr-&-pop of a seasoned Beemer. The running boom of Rolling Thunder. Hey! It's the Fourth of July rampage of a just-lit Harley. The pure Road Racer sound and fury of it all! That bellowing rapture of a Ducati in a sweeper — comin' at ya, then goin' away. Fading to wind-whispering silence again. Then some race-replica Four moving upscale like a long bow'd cello. Ah! The orchestral allusions motorcycles make! How about two bikes together, side-by-side on an open road — their music oscillating, those resonate revs finally in sync, harmonizing freedom with the best of fantasy. In recall, a few seconds can pass for an hour, the effect is so rich with romance. I went from Calgary's grand show to a dirt trail somewhere — for the gutsy rasp of off-roaders. And felt the heart beat of a single just thumping along solo, nowhere to go. But what the hell! This suspended reverie went on, and went on. Until at last I glanced up and watched the ski jumper make his perfect landing, arms outstretched in celebration. But these Winter Olympics were cut short for me, and I had to get home. And here I heard that voice that put me back in the saddle — "Let the games begin!" Again.

William Edgar

Over the edge



JIM CHINI COLLECTION

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inside

WIND: All the latest gossip and race results 2
SUPERCROSS: Johnson, Lechien split wins in Seattle 6
ROAD RACE: Domay takes F-USA victory at Willow Springs 10
INTERVIEW: 500cc Motocross GP contender Billy Liles 16
MOTOCROSS: Kilman takes Marysville Amateur GSN 18
NEW PRODUCTS: The latest goodies for your bike and bod 20
LOCAL RACING: Race action from coast-to-coast 24
CALENDAR: Races to take place 30
WANT ADS: Stuff for sale 36

ON THE FRONT PAGE: Rick Johnson (top) and Ron Lechien (bottom) split main event wins in two days of racing at the Seattle Supercross doubleheader. See page 6 for details. Photos by Brian Barnes.

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America's motorcycle newspaper

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CYCLE NEWS 1964 25 1988 YEARS

voices

Bailey says thanks

A year has passed since my unfortunate accident and I have not really thanked all the people who were thoughtful enough to send cards, flowers and letters to the hospital and my home and still continue to do so. Believe it or not, I am in the process of acknowledging every card and letter that has been sent to me. It will just take a while.

For those of you who purchased the videotape When The Going Gets Tough to help me with my medical bills and my rehabilitation, I hope you have enjoyed the tape and I appreciate your donation as it is the only money I have received to help with my efforts to walk again. For those of you who donated money in my behalf to the Pro Riders Benefit Fund, your intentions were good and I thank you, but I have never seen a penny.

This year has been a difficult adjustment period, however, there are a few indications that in time I could regain the use of my lower body.

In my years of racing I developed the discipline and determination to work towards attaining my goals. So far I have reached them all. Our new son, Sean Mitchell, has added a lot of pleasure to Gina's and my life and has even added more incentive towards my attaining my ultimate goal.

I will soon be heading to the University of Miami to enroll in the Miami Project for some intense training and testing in hopes of enhancing my chances of recovery. The Miami Project is the group effort of doctors worldwide whose main concern is to cure spinal cord injuries.

Again, I would like to thank you for your continued encouragement and support.

I'll never give up.

DAVID BAILEY
Axton, VA

Awaiting the clarion call

The frozen heartland awaits the clarion call of spring. Numbers go on the left side of the helmets...stay out of the damn cornfields...don't cut no damn fence...for cryin' out loud slow down when you come into a check...

MERLE ACORD
Princeton, IA

Sounds like longtime contributor Acord has cabin fever. The above accompanied the list of events he'll cover for Cycle News *in 1988. Honest, Merle, spring is just around the corner. Hang in there . . . Editor.*

B-to-V dual sport info

I would like entry information for the 1988 Barstow-to-Vegas dual-purpose sport run over Thanksgiving weekend. Thank you.

ED MEAGORR
San Rafael, CA

Information on this year's event may be obtained by sending a legal-sized, self-addressed, stamped envelope with 39 cents postage to Jim Pilon, AMA/District 37 Dual Sport, 3550 Foothill Blvd., Glendale, CA 91214. The 1988 ride will be held November 25-26. Information will be mailed to entrants in August or September . . . Editor.

Ride on down

An open response to Grant Wensley of Calgary, Canada, who is interested in renting a bike to ride over the Laguna Seca GP weekend: If you want a motorcycle in Laguna for the GP, why don't you ride there? It's not that far from Calgary. Try it, you'll love it.

DAVE SPORER
Lansing, MI

Rental bikes

I saw a letter in your February 3 issue from Grant Wensley of Canada in which he asked about motorcycle rentals. Well, I rent bikes. I'm not in the Bay Area, but I will be leading tours to West Coast races this year and the Laguna Seca GP is the first one.

American Motorcycle Rentals is located in Los Alamitos, California, about 20 minutes south of Long Beach. I have been in business for three years and in addition to leading tours I rent bikes year round.

WAYNE C. MURPHY
American Motorcycle Rentals
10924 Portal Dr.
Los Alamitos, CA 90720
213/594-8901

American Motorcycle Rentals rents a complete range of motorcycles and a rate sheet is available for the asking . . . Editor.

Desert racers

You really know when you are around good people. That's why I feel that it's more than necessary for me to express my gratitude and thanks to those wonderful people who supported me through my 1987 racing season.

Thanks to all my sponsors — Yamaha Motor Corp., Answer Products, Sport Track Co., Gaerne, Silkolene, Tsubaki, Scott, Graydon, Circle Industries, I.M.S., WD-40, Bell Helmets, NGK, Alexander Racing Specs., Plasticwerks, A&B Superrollers and Octamax.

Thanks to Wes Anderson Jr., who is without a doubt one of the reasons I am going to hold the Number One plate for District 37 for the '88 season. While I was running second, five miles from the finish in an event last year, my chain broke. Without hesitation Wes pulled over and proceeded to remove his master link so I could repair my bike and finish eighth in my class. Wes waited until I could return and return his master link so he could finish last. Without that finish, I would have been second on the year rather than first.

Thank you all for a great 1987. I'm looking forward to an even better 1988. Without a doubt, desert people are the best. Thanks everyone!

MIKE SIXBERY
Simi Valley, CA

Frosty clocks

Whoever edited Bill Herndon's story about the January 10 Frosty Cactus Enduro blew it. The event should have been called a timekeeper's "delight," not a "nightmare." All the checkpoints were spot on but some were well hidden or disguised. Those who entered the event got to read the story as it was written (they printed it in the event results) and there was no mention of a timekeeper's nightmare. I think this should be clarified as someone might think the promoting organization (Southern California Enduro Club) was incompetent if the event was erroneously called a nightmare.

PAUL FLANDERS
Arcadia, CA

The word "nightmare" wasn't intended to be derogatory. It was added to the story by an associate editor who rode the event and its use reflected the fact that the Frosty Cactus Enduro was aimed more toward timekeeping than testing a rider's ability to go fast on the trail. In an enduro where the top five riders drop less than one point, timekeeping can be a nightmare for the riders involved. But there's nothing wrong with that; it's part of the game . . . Editor.

Daytona happenings

Once again it's time for Daytona. Once again readers will look to *Cycle News* for info about what's happening, where to go and what to do at Daytona. Once again *Cycle News* will let us down by not providing the information (I expect).

D. KIMMEY
Miami, FL

Sounds like you've been to Daytona for Cycle Week before. If so, you know there's a lot more happening in the Daytona Beach area then any one person or group of people knows about. If you check out the In The Wind and Calendar sections, plus the advertisements, in this issue you'll have as good an idea as we do of what's happening, where to go and what to do at Daytona. Events at Daytona International Speedway start on Saturday, February 27, and continue right through the Daytona 200 on Sunday, March 6. On Tuesday, Wednesday and Thursday (March 1-2-3), road race practice and qualifying events take place at the speedway. Check our Calendar section for dirt track, enduro and hare scrambles events taking place in the Daytona area before and during Cycle Week. In addition to racing, many other happenings occur during Cycle Week, including motorcycle shows at both the Ocean Center and the Armory, demo rides by manufacturers, an AMA Ride for Rights and AHRMA Vintage TT road ride that starts outside the speedway on Thursday morning (March 3), a custom bike show behind the Ocean Center in downtown Daytona on Saturday morning (March 5), a vintage bike auction at the Armory Saturday evening, a Harley-Davidson-sponsored poker run on Saturday morning and motorcycle parade to the speedway on Sunday morning (March 6), and swap meet at Volusia County Speedway in Barberville on March 4-5-6. For a detailed — right down to the starting time of each practice session — schedule of speedway events, we recommend you purchase one of the speedway's programs. We also recommend you pick up a local newspaper each day while in Daytona . . . Editor.

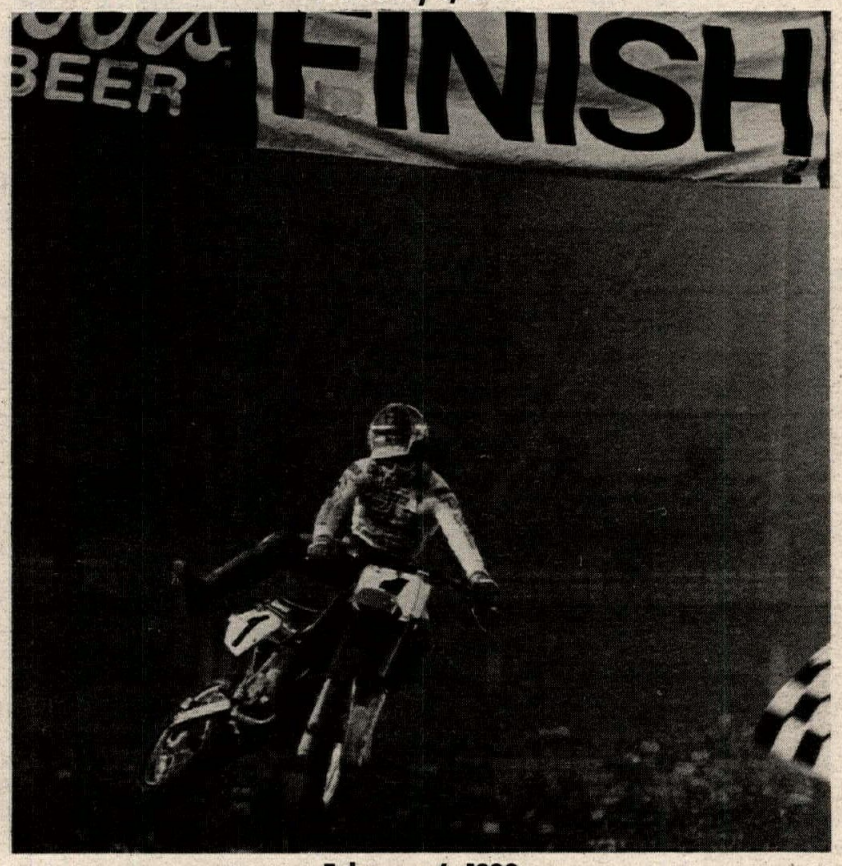
"HOUSTON'S BEEN VERY, VERY, VERY, VERY GOOD TO ME."

–JEFF WARD.

April 20, 1985

February 6, 1986

February 7, 1987



February 6, 1988

AMA SUPERCROSS SERIES: ROUND 1. HOUSTON, TX. FEB. 6, 1988.

Team Kawasaki's reigning Supercross Champ Jeff Ward holds a special place in his heart for the Houston Supercross. It's got that warm Texas hospitality. Great fans. Exciting Astrodome atmosphere.

Houston, in turn, keeps a special place reserved for Jeff. First place. That's where he's finished Houston's Supercross the last four years. Saturday's victory was especially sweet as Wardy and his KX250 led wire to wire in the Main to win the first event of the year. And Team Kawasaki rider Jeff Matiasevich did the same in the 125 Main for the gold.

Be a winner in 1988, too. Get a KX. They are very, very, very, very good. Maybe even better.

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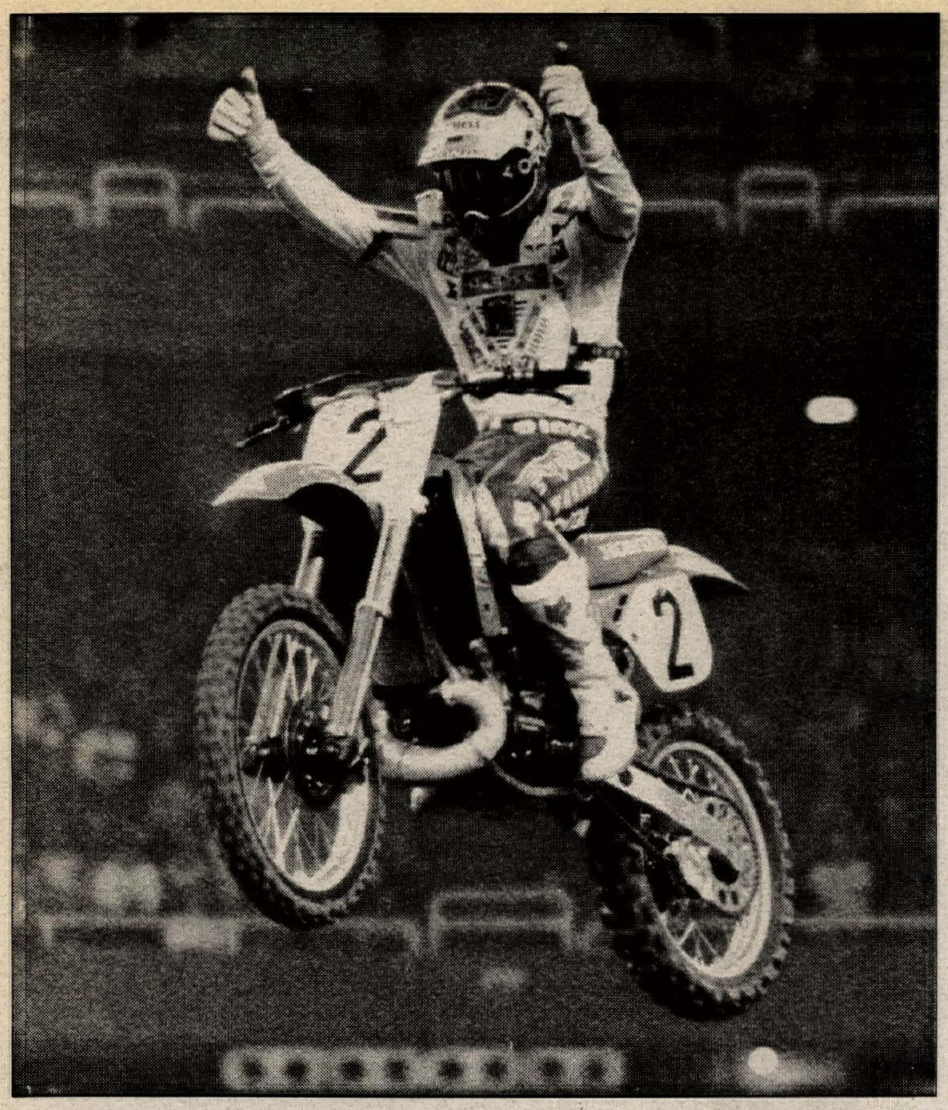
Kawasaki

Let the good times roll.



Rick Johnson raises his arms in victory after winning Saturday night's main event in the Seattle Kingdome. Johnson took third Sunday.

Jeff Ward (1) leads Erik Kehoe (8) in a heat race. Ward led the main event on Saturday before crashing and finishing third.

AMA/Coors Supercross Series: Rounds 2-3

Johnson, Lechien trade Seattle wins

By Kit Palmer
Photos by Brian Barnes

SEATTLE, WA, FEB. 13-14

Team Honda's Rick Johnson and Kawasaki's Ron Lechien each bagged overall victories in Seattle's Kingdome in two days of supercross action on a typically challenging Seattle track. Johnson's moment of glory came Saturday night in front of 27,306 spectators, while Lechien took command Sunday afternoon as 18,756 fans looked on.

Lechien ruled the Kingdome, finishing second Saturday night and winning Sunday, besting Johnson's 1-3 weekend tally. Lechien's last supercross win came last year in Pontiac, Michigan, on April 12.

"It feels really good to win," said Lechien after Sunday's victory. "I felt really good last night, too, but it just didn't happen for me. I was really looking forward to doing it this afternoon. I set my mind on it, and, shoot, I did it!"

Lechien had a chance at the win Saturday night, but a rock lodged between his rear brake pedal and his frame, ruining his chances of beating Johnson.

Johnson's win Saturday was his third-in-a-row in the Kingdome after sweeping last year's doubleheader. Johnson powered his Brian Lunnis-tuned Honda CR250 into the winner's circle but not without a fight from Lechien's Kawasaki teammate, defending Supercross Champion Jeff Ward, who had won the season opener the previous weekend in Houston's Astrodome.

Ward led the early laps of the main before crashing and giving Johnson the lead. Soon after, Lechien took over second and was reeling in Johnson before the rock slowed his effort. Johnson took the win over Lechien, Ward, Team Suzuki's Erik Kehoe and Yamaha factory rider Micky Dymond.

Sunday's race saw Lechien and Ward lead the start of the main, while Johnson was hampered by a 10th-place start. By the time Johnson reached third, Lechien and Ward were long gone. Lechien led from start-to-finish with four seconds to spare over his teammate Ward at the finish. Despite starting from dead last, Dymond rode a determined race to finish fourth, while Honda's George Holland rounded out the top five.

A $25,000 purse was up for grabs each night, with Johnson and Lechien each pocketing $1363 for their wins. Second-place finishes by Lechien and Ward earned $1227, and thirds earned $1109.

Jeff Matiasevich swept the 125cc class, winning each night with relative ease. Matiasevich's win Saturday night was the most hard-earned of the two with Yamaha rider Michael Craig giving chase the whole way. On Sunday, Matiasevich barely worked up a sweat on his Moto-X Fox/Bel-Ray/Bell Helmet/Scott USA-sponsored Kawasaki, winning handily over Kawasaki rider Mike Kiedrowski.

The 125cc class battled for a $1500 purse with the winner, Matiasevich, taking home $341 each night. Craig and Kiedrowski each earned $301 for second place finishes.

Going into the Coors-sponsored Seattle Supercross, Ward held a three-point advantage over Johnson in the series point standings but left Seattle tied with his arch rival at 67 points. Lechien is a close third at 65.

The final round of the five-round Masters of Motocross competition, scheduled to be held Sunday in conjunction with the Supercross, did not happen. According to the Seattle Supercross promotor, PACE, the Masters of Motocross, which was to feature some of Europe's top motocrossers, was canceled due to organization problems in Europe.

Saturday heats

Due to a smaller-than-normal turnout of 250cc riders (48), a revision was made in the racing format. Instead of the usual four heat races in which the top four riders transfer directly to the main, a three-heat format was used advancing the first five finishers straight to the main. Those who didn't qualify right away moved on to one of two semis where the top two riders transfered to the final. Following the semis was the Last Chance Qualifier which advanced the top two finishers to the final.

The first heat of the weekend got underway with Suzuki's Johnny O'Mara roosting into the lead but he was passed by both Dymond and Lechien before the first lap was completed. Following in fourth was Yamaha-mounted Shaun Kalos.

Lechien, whose helmet (as was Ward's) was equipped with a one-way radio so Kawasaki team manager Roy Turner could relay messages to him while he was racing, began pressuring Dymond while pulling away from O'Mara. During the second lap Lechien set up Dymond and made his move over a section of double jumps. Dymond jumped a little too far over the last double and landed flat on the ground in the soft dirt, giving Dymond a sharp jolt. This disrupted his momentum just enough to give Lechien the advantage he needed to dive underneath Dymond in the next turn and stuff his way into the lead.

From then on, Dymond maintained constant pressure on Lechien throughout the heat, but the Kawasaki rider pressed on and took the win over Dymond, O'Mara, Kalos and local favorite Mike Larson.

The second heat race saw Inovation Sports-sponsored Yamaha rider Doug Dubach nail the holeshot over Johnson, Yamaha's Jeff Stanton and Kawasaki-mounted, Tuf Racing-sponsored Keith Bowen. But a few turns later Johnson and Stanton shot into the number one and two positions, then Stanton made a surprising move and stuffed to the inside of Johnson in a tight right turn to take over the lead. But less than a lap later, Johnson motored to the outside of Stanton in a section of whoops and took over the lead for good.

While Johnson cruised out in front, wowing the crowd over a section of triple jumps that only he would attempt through the evening, Stanton, Bowen, Dubach and Kehoe battled for second through fifth. At the halfway point of the eight-lap race, Kehoe collided with a lapped rider in a section of whoops and went down. Dubach was the rider to watch and he picked off both Bowen and Stanton to claim second at the checkered flag. Stanton finished

third over Bowen and Suzuki-mounted Ross Pederson of Canada.

In the final heat race, Ward took the holeshot and easily won the moto, while most of the action took place over second. Yamaha's Broc Glover was running second early on with Honda's George Holland glued to his rear fender. But halfway through the second lap, Glover was involved in a spectacular get-off over a plateau jump. His front wheel landed between two whoops on top of the plateau jump and he was headed for a big endo. Glover hit the eject button and jumped off his motorcycle in mid-air, but Holland came over the jump and plowed into Glover's downed Yamaha. While Holland tried to break free from Glover's bike, Todd DeHoop, on a Suzuki, slipped by into second. Holland got back underway in third, while Glover regrouped back in eighth.

Holland passed DeHoop back during the same lap, while Glover started his charge up through the field. Moving into fourth was Suzuki's Donny Schmit, who was in his first race since dislocating his shoulder in a January practice crash. Schmit worked his way past DeHoop and took over third, while Glover charged into fifth after displacing Cagiva's Mike Healey. When it was all over, Ward took the win ahead of Holland, Schmit, DeHoop and Glover.

For being the only rider to attempt and clear the triple jumps, Johnson was given the Coors Coolest Move award, a $500 check from Coors.

Semis

The first semi had the crowd on its feet. Suzuki-mounted Dean Matson stole the holeshot over Kehoe and Canadian Allan Dyck. Kehoe quickly stuffed Matson in a turn, taking over the lead, but two laps later Kehoe got out of control in a section of rutted whoops, went off the track and crashed; Matson bounced back into the lead. By the time Kehoe remounted, the factory Suzuki rider was in second place but approximately seven seconds behind Matson. Kehoe set after the leader and with two laps to go, Kehoe slipped by Matson in the whoops, but Matson retaliated in the next turn. With less than a lap to go, Kehoe squared-off a sharp right-hand turn, cut in front of Matson's line and captured the lead. A few turns later, Kehoe crossed the finish line for the win, just a few inches ahead of Matson.

The second semi was uneventful compared to the first semi as Honda's Jeff Leisk scored an easy win, although there was a tussle over second place. Yamaha rider Billy Frank looked to have second place wrapped up but with two laps to go he crashed hard in the same place Glover had bailed off earlier. At the same time, while running third, Suzuki rider Jeff Frisz went off the track in a section of whoops giving Cagiva rider Healey second place behind Australian Leisk. Third went to Honda-mounted Rick Ryan.

Last Chance Qualifier

In the LCQ Frisz was cruising out in front over Ryan and Frank, but Frisz bailed through the whoops, then bailed again while running third, putting him out of contention for the night. Ryan found himself in the lead with Frank close behind. Ryan held on for the win over Frank, who took the final transfer position of the night.

Main

The start of the 21-rider/20-lap main event saw Ward power his Kawasaki into the lead over Johnson, Dubach, Kehoe, Schmit and Larson. Trailing the front runners were Dymond and Leisk, both of whom went down in the first turn, as well as Glover and Holland.

By the end of the first lap, Larson had crashed back to 19th, and Schmit had washed out to 20th, making the top 10 riders Ward, Johnson, Kehoe, Lechien, Dubach, Matson, Stanton, Kalos, Healey and DeHoop.

After two laps, the field began to spread out with Ward running ahead of Johnson, and Lechien moving into fourth and pressuring Kehoe for third. At this point, the triple jump that only Johnson had cleared was beginning to play an important factor, with Johnson gaining on Ward in this section. But it eventually didn't matter because Ward hit a rock with his front wheel heading into a turn and crashed, letting Johnson by.

"I came out of the tunnel and there was a rock in the groove and my front wheel hit it and I washed out," said Ward.

At the same time, Lechien shot past Kehoe and into third, making the top five Johnson, Ward, Lechien, Kehoe and Dubach. Johnson found himself with about four seconds on Ward, who was busy fending off Lechien. Lechien dogged his teammate for the next two laps before pulling alongside Ward over a double jump and passing him in the next turn.

"When I fell I panicked. I got up real quick, and I tried to ride real fast through the ruts to catch up, but I started making major mistakes. I tightened up," said Ward. "Then Ronnie got behind me. I tried to loosen up a little bit, but he was pushing me hard, so I moved over and let him go by."

Once into second, Lechien turned on the boost and set out after Johnson.

Meanwhile, Dymond was on the gas and moving up through the pack after his crash. Kehoe, who was all alone in fourth, had a scare when he tried a different line in a section of whoops and rode off the track. His Suzuki's rear wheel caught a straightaway full of banners, which wrapped up in the hub and spokes.

"The banners messed up my rhythm; the bike wasn't as responsive anymore, so I had to ride the whoops and doubles differently," said Kehoe, who maintained fourth place over Dubach and Stanton.

Up front, Lechien was catching Johnson. Lechien, who swept the 1985 Seattle Kingdome double-header, was charging hard and had the crowd cheering. But two laps later, Lechien suddenly slowed and was looking down at his Kawasaki.

"I got a rock caught in my brake, or my chain guide," said Lechien. "I didn't know where it was; it felt like the brake was stuck on, or something. I just kept riding and it (the rock) got out of there."

This gave Johnson plenty of breathing room, and allowed Ward to close in on Lechien. But after realizing his motorcycle was okay, Lechien picked up his pace and pulled away from Ward.

By the 10th lap, the field was extremely spread out, with gaps between Johnson, Lechien, Ward, Kehoe and Stanton, although Stanton was being pressured by the hard-charging Dymond. Shortly after, Dymond double-jumped by Stanton for fifth, but the Yamaha rider found about a 10-second gap separating himself from fourth-place Kehoe. Dubach, who was running sixth, crashed when he missed a shift in a turn and fell over. The rest of the race was uneventful, although Lechien was gaining on Johnson.

"The track is real demanding and it's hard to get that energy to make a charge," said Lechien.

As the race wound down, it was just a matter of how far Johnson could lap his way through the field. By the time the checkered flag flew, Johnson had lapped everyone but Dymond, Kehoe, Ward and Lechien.

Johnson, who swept last year's Seattle Supercross, led Lechien, Ward, Kehoe and Dymond across the finish line.

Kehoe's fourth-place finish was his best Supercross placing ever.

125cc Main

Kawasaki-mounted Matiasevich and Larry Ward were the two heat race winners going into the 125cc main event, and when the gate dropped for the 12-lap final, Matiasevich shot into the lead inches ahead of Ward, Craig, Davis and Jon Nelson.

After Craig blasted by Ward it became obvious that there was going to be a two-rider battle down to the finish. For the rest of the race, all eyes where focused on Matiasevich and Craig, as the two speedsters set the pace.

Matiasevich would stretch his lead to a few seconds on Craig, but Craig would came back and cut that deficit to only a few bike lengths. This battle went on throughout the race as they worked their way around lapped traffic.

Back in the pack and flying was Kawasaki rider Mike Kiedrowski. After a so-so start, Kiedrowski zig-zagged through the pack until he had sole control of third place by the eighth lap. In fourth was Davis, followed by Ward and Jimmy Gaddis.

With the checkered flag in sight, Matiasevich had taken command and took the win about three seconds ahead of Craig. Kiedrowski held on to finish third, while Davis and Ward rounded out the top five.

Sunday heats

Lechien started Sunday's racing off with an easy win in the first heat race. Lechien blasted into the lead over Schmit, Dymond and Leisk. During the first lap, Dymond shot past Schmit and started chasing Lechien, just like Saturday's heat race battle. The results were the same, too, with Lechien holding off Dymond for the win.

A battle for third raged all moto long between Frank, Leisk, Matson and DeHoop. The fight lasted until lap four when Leisk slipped past Frank in a whoop section and pulled away. Leisk wound up taking fourth behind Schmit, while Frank edged out Matson for fifth.

The second heat race featured a fantastic battle between Kehoe and Ward. At the start Kehoe blasted into the lead ahead of Ward, but Ward motored to the outside of Kehoe during the first lap and took the lead. Kalos followed in third with Frisz and Holland running fourth and fifth.

During the second lap, Ward cleared the triple jumps for the first time of the weekend, as did Lechien in his heat race. But while approaching the triples on the third lap, Ward's front wheel slightly slid out causing him to lose momentum and land on the face of the third jump. Ward bottomed his Kawasaki's suspension on impact, shot off the track and crashed. While Ward desperately tried getting his bike on course again, Kehoe motored by and into the lead. Ward managed to hold second, just ahead of Kalos, then set out after Kehoe. After taking the white flag, Ward was inches behind Kehoe and looking for room to pass. Ward saw his chance when Kehoe

Jeff Matiasevich (201) was the rider to beat in the 125cc class, but no one could. Matiasevich topped both days and leads the 125cc Western Region Supercross Series point standings.

Matiasevich (201) gets the jump in Sunday's 125cc main. Michael Craig (76) gave Matiasevich a run for his money in Saturday's main. Matiasevich has won all three 125cc supercrosses so far.

Team Yamaha's Micky Dymond came from nearly dead last in both Saturday's and Sunday's main to finish fifth and fourth.

went wide in a sharp right-hand turn, and Ward snuck by on the inside.

But the race wasn't over.

With one turn to go before the finish line, and with Kehoe ready to retaliate, Ward chose a bad line and was slowed by two lapped riders. Kehoe move in for the kill. The Suzuki pilot dove to the inside, passed Ward, and stole the win. An angry Ward, shaking his fist at one of the lapped riders, took second, with Holland, Kalos and Bowen also advancing straight to the main.

Kehoe's last turn pass on Ward earned him the "Coors Cool Move" award and the weekend's second $500 check from Coors.

Heat three was dominated by Glover, while Johnson spent the entire race making up for a mid-pack start. Dubach nailed the holeshot, but Glover made sure Dubach's lead didn't last long. In third was Healey, followed by Pederson and Stanton.

Halfway into the first lap, Healey overshot a turn and clipped a television cameraman, putting the Cagiva rider out of contention.

Glover passed Dubach during the second lap and ran away, while Pederson, Dubach, Stanton and Johnson diced.

Johnson eventually worked up to second, doing so on the fifth lap, but didn't have time to catch 27-year-old veteran Glover. Pederson held on for third over Dubach and Stanton.

Semis

The first semi was led from start-to-finish by Ryan, while Matson and O'Mara chased. O'Mara passed Matson on the first lap, but a few turns later, Matson surprised O'Mara by returning the favor. Matson quickly pulled away from O'Mara and reeled in Ryan. Matson pressured Ryan for the next three laps before going down in the whoops, handing O'Mara second with Kawasaki rider Lowell Thomson pressing hard in third. Ryan coasted home for the win, comfortably ahead of O'Mara, who squeaked home second in front of Thomson.

Canadian Allan Dyck, aboard a Honda, led the first three laps in the second semi before surrendering the top spot to DeHoop. DeHoop eventually pulled away from Dyck for the win.

Last Chance Qualifier

The LCQ was won by Thomson, who passed early leader Frisz during the sixth lap. Matson was in the hunt in third, but clipped a high-speed double jump and crashed out of contention. Thomson finished less than a bike length ahead of Frisz.

Main

Ward nailed a picture-perfect holeshot at the start of the final, but Lechien quickly dove inside of Ward to steal the lead.

"I had the holeshot but Ronnie dove underneath me and roosted bad in every corner," said Ward.

Dubach settled into third just ahead of Kehoe, Schmit, Glover, Frank, Kalos, DeHoop and Johnson. Dymond had a so-so start but stalled his motor in the whoops and dropped to last place.

"I wasn't trying to pass or get wild or anything, I was just trying to get through the first lap; I was boxed up," said Dymond. "Everybody got afraid of the ruts or something, and they just slowed up into the turn, and I had to stop and wait for them, but I stalled (the motor)."

After completing one lap, Lechien was on the gas and leading Ward, Dubach, Kehoe, Schmit, Glover, Holland, Kalos and Johnson. During lap two, Dubach and Kehoe collided with both riders going down.

"Dubach swapped in the whoops going into a turn; his rear wheel swapped right in front of me, and I T-boned him and went over the bars," said Kehoe. "I bent my brake lever straight out, and my clutch lever bent straight down, so I had no rear brake or clutch for the rest of the race."

"I just slowed down to hook the inside because the lap before I went wide and Erik went on the inside," said Dubach. "So this time I went on the inside, and I don't know if he was expecting it or not; he may have had too much drive and he hit me right in the side."

Both riders regrouped in the back of the pack.

By the fourth lap, Lechien and Ward had already built up a 12-second advantage over third place Holland, and Glover, with Johnson now in fifth.

Johnson passed both Glover and Holland during the next two laps but found out there was a 17-second gap between himself and Ward, who was only three seconds behind Lechien. By the halfway point, with Lechien clicking off 53-second lap times, the distance between Ward and Johnson got even bigger — 20 seconds.

It was obvious at this point that Johnson wouldn't catch either Kawasaki rider unless one of them fell.

A few laps later Lechien was leading Ward by a full six seconds, and Ward was ahead of Johnson by approximately 17 seconds, and the race became rather dull, except for Dymond's climb through the pack. He was picking off riders with ease until he passed Holland for fourth.

When the checkered flag dropped the top 10 riders were very spread out with Lechien taking an easy victory, four seconds ahead of Ward. Johnson finished a long way behind Ward, while Dymond took fourth. Rounding out the top five was Holland. Glover, Leisk, DeHoop, Pederson and Bowen made up the top 10.

Johnson's bad start did the Honda rider in.

"I couldn't see where they were going. I mean, when I got into third, they were already four turns ahead of me," said Johnson. "I couldn't gauge anything, so I was trying to make up time, but it was just hard. They were riding really good. I just should've gone faster."

"Getting a good start was something I needed to do," said Lechien. "That's something I haven't been doing. I've been concentrating on getting good starts a lot, and it worked out for me. Once I got out into the lead, I was just worried about trying to stay up. It's so rutty out there that it's hard to stay smooth. I knew Jeff was back there, but I knew he wouldn't do anything

(Continued to page 13)

"MACHINE" GUNS DOWN 44 AT SUNRISE.

CMC GOLDEN STATE NATIONALS: FINAL ROUND. ADELANTO, CA. JANUARY 31, 1988.

Ron "The Machine" Lechien and his trusty KX250 shot down the entire 250cc Pro field at Sunrise Cycle Park. The Team Kawasaki rider's perfect execution netted him both motos, the overall win, and the Golden State Series 250cc Pro class Championship.

Not to be outdone, Team Green's Mike Kiedrowski and his KX125 were busy mowing down all the 125cc Pro riders. Mike bagged both motos for the overall win, and the 125cc Pro class series title at Sunrise.

Which brings up a very wise saying: If you think you can beat a KX, you're going to have to get up pretty early in the morning.

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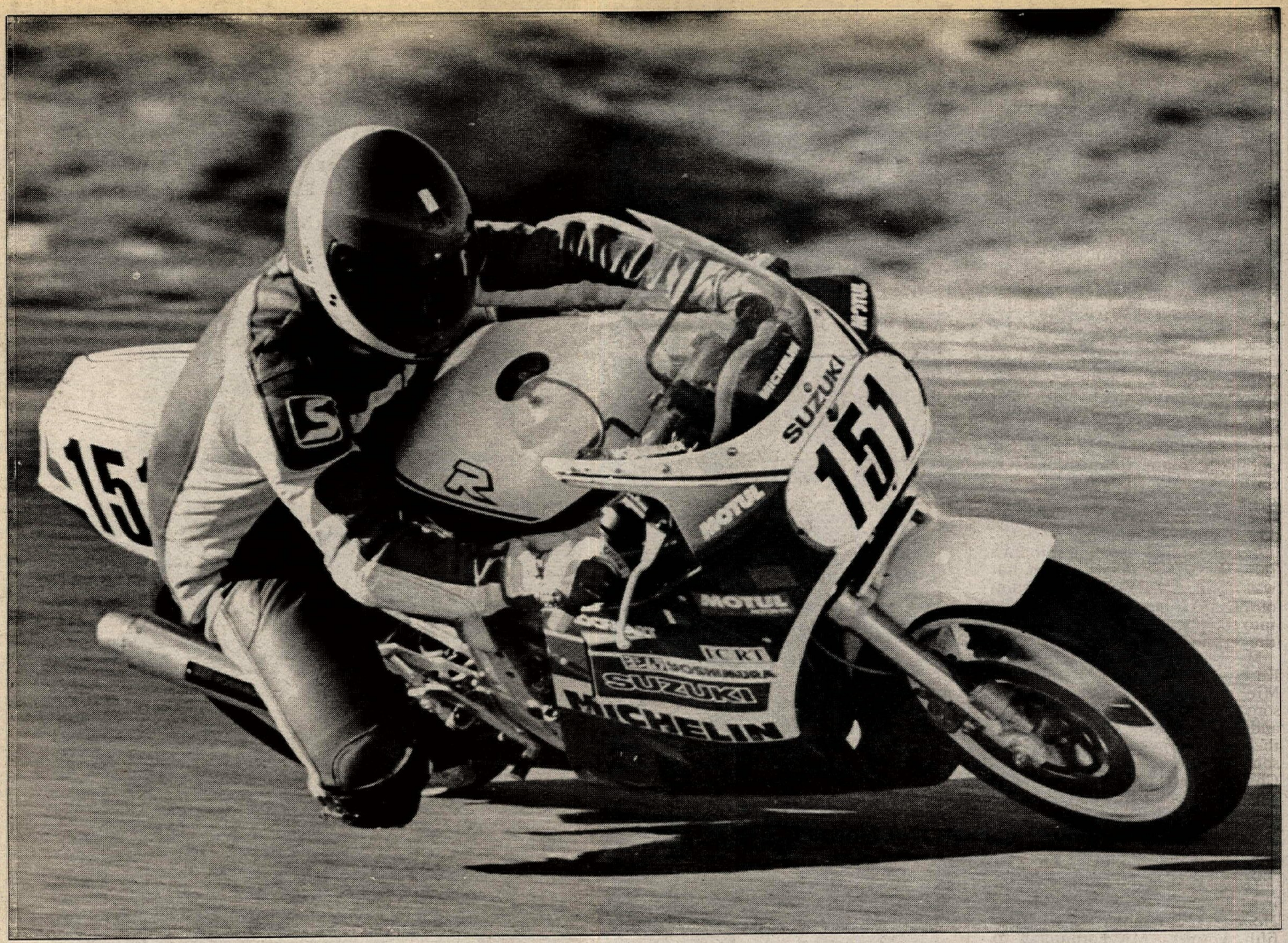
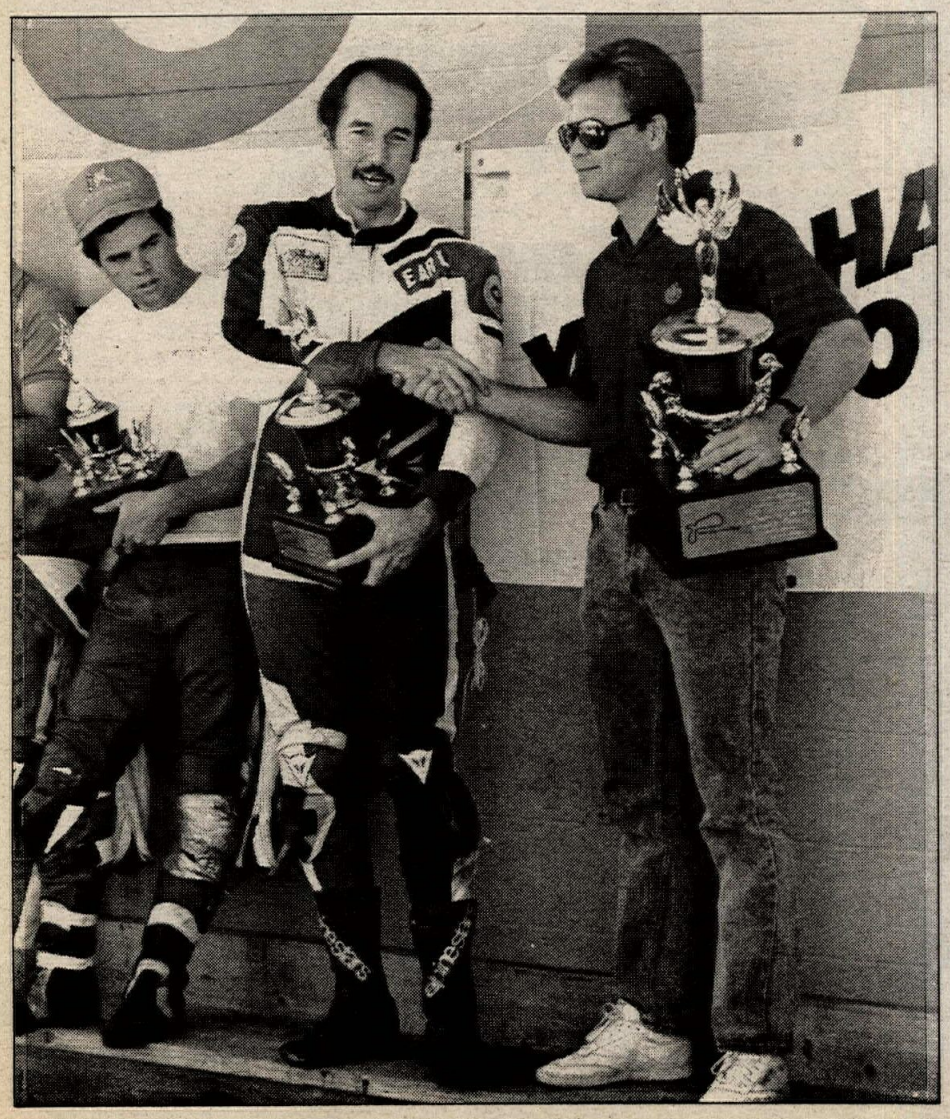


James Domay rode his Suzuki GSXR750 to his first-ever Formula USA victory; Domay finished third in last year's series.

Domay (left), Earl Roloff (center) and Scott Gray (right) celebrate their 1987 series results; Gray did not ride in the 1988 opening round.



WSMA Formula USA Series: Round 1

Domay coasts to F-USA win

By Brian Catterson
Photos by Catterson & Paul Carruthers

ROSAMOND, CA, FEB. 7

James Domay coasted across the finish line, out of gas, to score his first-ever Formula USA victory at Willow Springs International Raceway. Third overall in the Willow Springs Motorcycle Association 1987 Series, Domay took advantage of Champion Scott Gray's absence in the race to run away and hide from the competition. Riding a Doug Meyers-built Yoshimura-kitted Suzuki GSXR750, Domay turned lap times in the 1:28 range throughout the 10-lap event. Though his lead stretched to over 10 seconds, Domay was almost nipped at the finish line by second place Wes Cooley on the Team Hammer Suzuki endurance bike. Finishing third, right on Cooley's heels, was Suzuki GSXR1100 rider Chuck Magnusson.

A multi-bike incident during the California Superbike School Challenge Cup Novice race earlier in the day caused an hour delay and left oil on the racing line through high-speed turns eight and nine. The accident was triggered when Larry Spektor blew the motor of his Kawasaki GPz 550 and two riders behind him went down in the oil. The race was red-flagged, but since the leaders had already passed the start/finish line and no red flag was displayed at turn five (as is the custom), all they saw was a waving yellow at turn six. Leaders Carl Fleckner crashed hard with his Honda VFR750 flying over the heads of the riders who crashed there previously. Second place Robert

Margison also fell off his Yamaha FZR1000, injuring his right wrist. Fortunately, his was the most serious injury.

Starter John Rowley took advantage of the delay and held a meeting with the novices to find out what happened and to lecture them on track safety.

Domay grabbed the holeshot at the start of the Formula USA race, with Cooley following and Magnusson in tow. Yoshimura/Michelin ICRT/Lockhart/Dr. John's Frame Straightening/Suzuki of Glendale-sponsored Domay rapidly extended his lead, as Cooley fought off the challenges of Magnusson. Last year's series runner-up Earl Roloff held fourth on his Kawasaki 1000 "Terminator," but was being pressured by a Dunlop tire testing Doug Polen on a 1988 Suzuki GSXR750.

Paul Vogel ran off the track in turn nine on lap two, but saved it and got back in the competition. His Suzuki GSXR1100, which sports a giant aerodynamic tailpiece, later developed a misfire, but finished 10th nevertheless.

Polen out-braked Roloff into turn three on lap five to take fourth, but was repassed before the completion of the lap. A lap later, Polen pulled into the pits to confer with Dunlop tire technician Jim Allen.

Magnusson tried U.S. Suzuki/Fox/Arai/EMGO/Bel-Ray/Michelin/Cam 2/Tsubaki-sponsored Cooley at the exit of turn nine and at the entrance of turn one, but the pass never materialized. Magnusson, who moved to California from Chicago just nine months ago, shocked everyone including himself by sticking with Cooley.

"I was real surprised that I stayed with him for as long as I did," he said later.

Hyper-Cycle's Carry Andrew put in an outstanding ride on an aging Honda VF750F Superbike to finish fifth. Former AMA Formula Two Champion Donnie Greene also did an admirable job, finishing eighth on a Yamaha TZ250.

On the last lap, the drama unfolded, as Domay explained.

"Between eight and nine, the motor started cutting out and I thought 'Oh no, what's going on?' I really started getting panicky. The compression was slowing the bike down even more, so I just grabbed the clutch and hoped I coasted in before Cooley got by. It was really exhilarating for me."

Domay said that the track was "beautiful," but that he was backing off just a little through turn eight because of the oil. He figured that he would have dropped into the 1:26s if the track was better.

"Never say die; the old man's back in the saddle again," said Cooley. His plans for 1988 include the WERA Endurance Series, Formula USA, and possibly the AMA Supersport Nationals, though he'd really like to get back into Superbikes. About that possibility, the twice AMA Superbike Champion said, "In '85, before I got hurt (at Sears Point), I didn't have a ride until two weeks before Daytona. So I've still got four weeks left . ."

Magnusson, who just received sponsorship from Dunlop this weekend, said that he should have used a harder compound front tire.

The new Formula USA Lightweight class featured a pre-Daytona battle between 250cc Grand Prix riders Donnie Greene and Daniel Coe. Coe, who earlier won the Formula Two race, jumped into the lead on the Phil Schilling-prepared Rotax 250, with youngster Bjorn Pave giving chase on the John Lassak-tuned ex-John Kocinski

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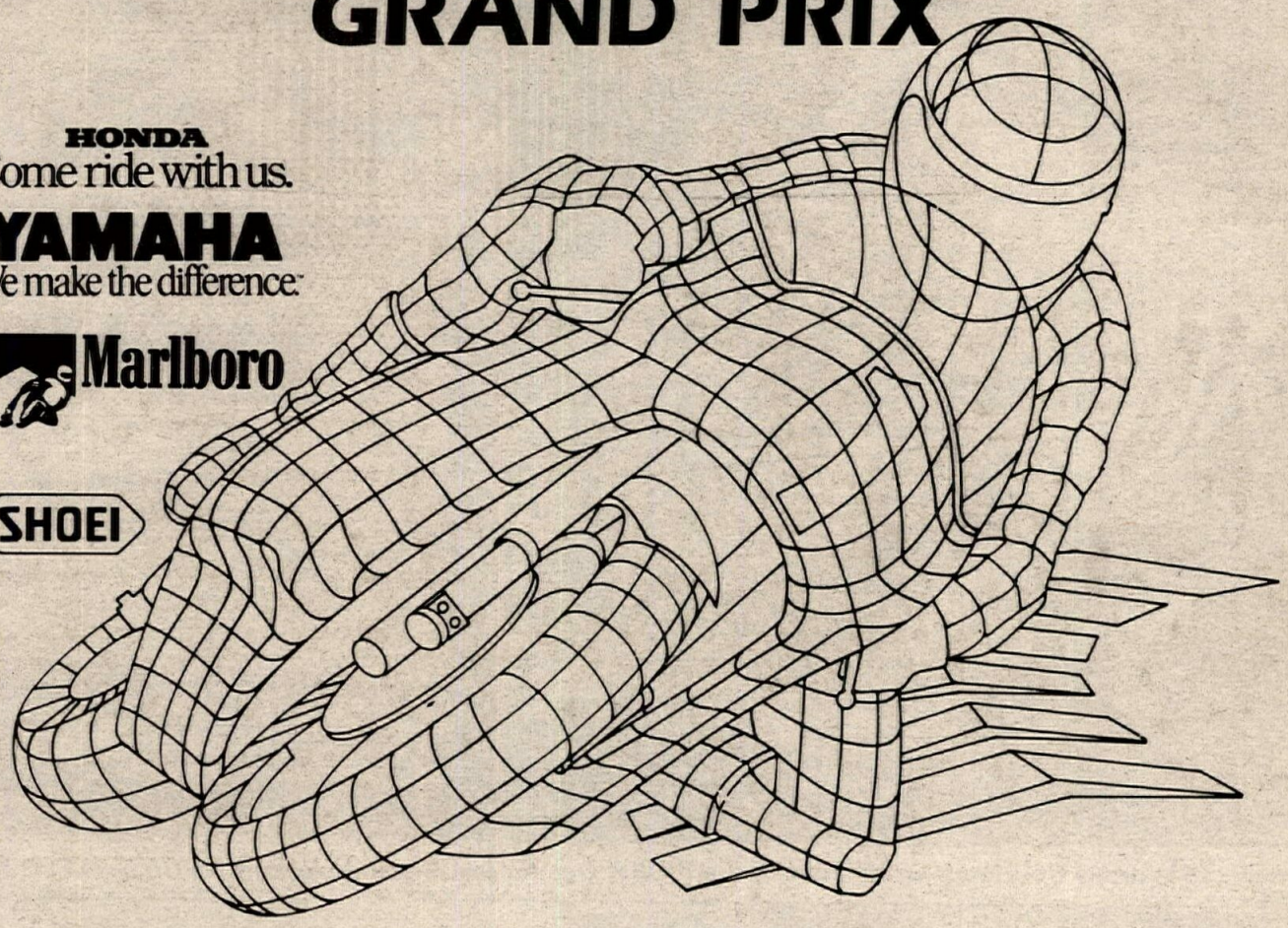

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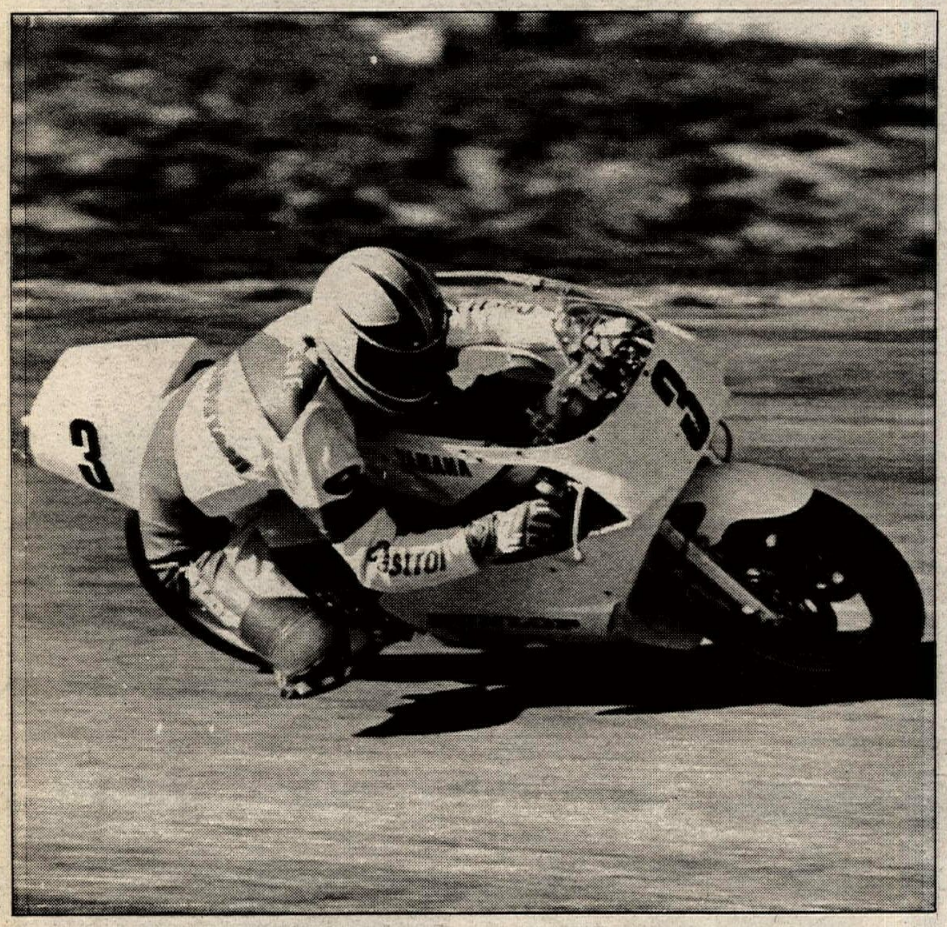
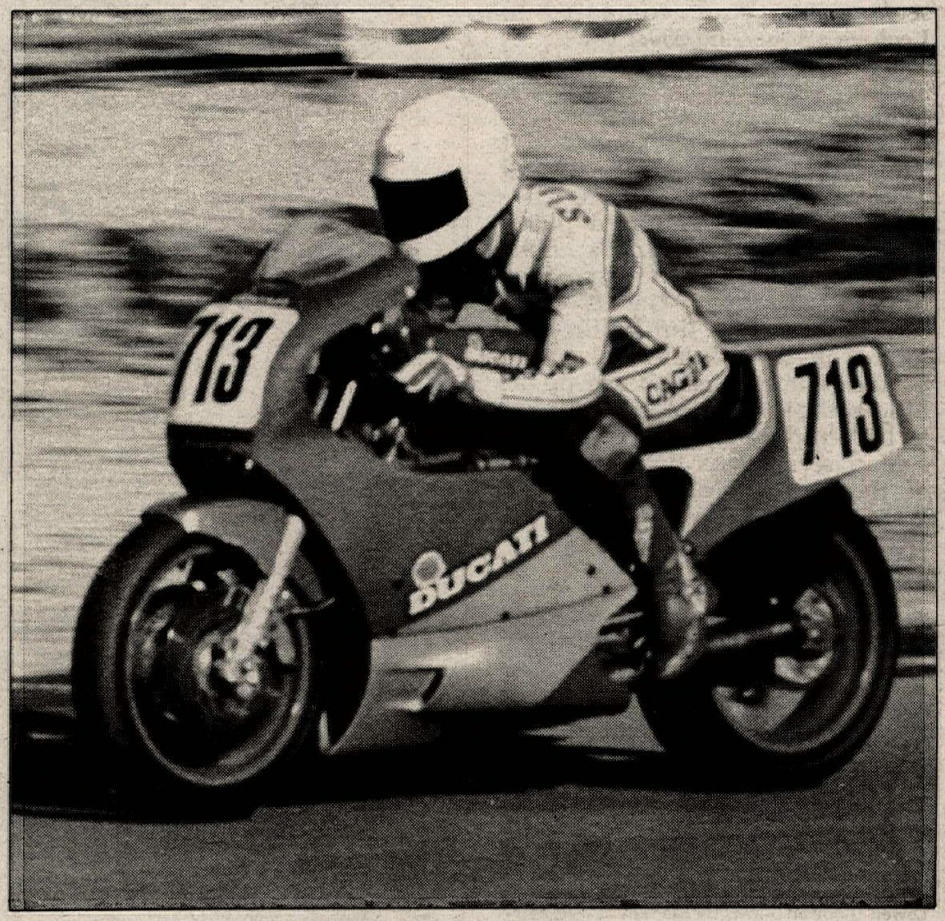
Domay (151) drops the clutch at the start of the F-USA Open class. Second placed Wes Cooley (1) is behind Domay.



Former 250cc National Champion Donnie Greene rode a Yamaha TZ250 to the F-USA 600cc class win, topping Rotax-mounted Danny Coe.



Duane Summers won the Superbike A class on his Ducati, and finished fifth in the F-USA 600cc class; Summers is a former desert racer.

National Championship-winning Yamaha TZ250. Greene, who this year has a choice of Yamaha or Honda machines, put his TZ past Pave for second on lap two, and set his sights on Coe.

At the halfway point, he passed Coe for the lead and held it to the finish.

Greene had earlier tied Wayne Rainey's 1985 250cc record of 1:30.1 at 100 mph, but this time it was Coe's turn, breaking the record with a 1:29.31 at 100.1 mph. James Domay was awesome on Jim Dickinson's Action Fours Honda Hurricane, passing Pave for third before grounding out and crashing in turn four on lap three. Eugene Taki crashed his Yamaha FZ600 in turn one on lap four; both were unhurt.

A three-way battle for fourth developed between Ducati riders Kevin Erion and Duane Summers and Wood Rotax thumper-mounted Fred Eiker. They swapped places constantly, with Eiker eventually finishing fourth, Summers fifth, and Erion sixth. Kent Kunitsugu, later to win a hotly-contested 600cc Superbike race, finished a come-from-behind seventh, the first rider on a Japanese production-based bike.

When asked how he was able to beat Coe after losing beforehand, Greene replied, "We changed everything — the jetting, played with the suspension — it's a brand new bike and a new season so we'll just have to see how it goes."

Coe, who like Greene will be contesting the AMA 250cc Grand Prix Nationals, said simply, "I was pretty close, but not close enough." ●

Results

F-USA OPEN: 1. James Domay (Suz); 2. Wes Cooley (Suz); 3. Chuck Magnusson (Suz); 4. Earl Roloff (Kaw); 5. Carry Andrew (Hon).

F-USA 600: 1. Don Greene (Yam); 2. Daniel Coe (Rtx); 3. Bjorn Pave (Yam); 4. Fred Eiker (Rtx); 5. Duane Summers (Duc).

F-2: 1. Daniel Coe (Rtx); 2. Don Greene (Yam); 3. Fred Eiker (Rtx).

S/B A: 1. Duane Summers (Duc).
S/B B: 1. Peter Christianson (Kaw).
C PROD: 1. Steve Cardillo (Suz).
S/B C: 1. Kent Kunitsugu (Hon).
A PROD: 1. Chuck Graves (Suz).
B PROD: 1. Pete Diles (Suz).
D PROD: 1. David Edwards (Hon).
OPEN TW: 1. Bud Riddle (Yam).
S/BIKE CHAL SS: 1. Daniel Lizardo (Hon).
S/BIKE CHAL OPEN: 1. Shaun Swesey (Suz).

Seattle SX

(Continued from page 8)

to hurt me or to knock me down. We're good competitors and we try to stay real clean when we're riding against each other, but I knew I was going faster than him."

"It was a lot better tonight," said Ward. "The track is hard to make up time on. It's so rutty you can't push hard to go fast. I did everything I could to go fast, but it seemed like I just kept going slower."

"I just have to go back to work," said Dymond after his come-from-behind ride. "I have to go and put a bunch of punching bags around my (practice) track and run into them. It seems like that's how you have to pass people lately."

125cc Main

Suzuki-mounted Ty Davis timed the starting gate perfectly to begin the 125cc final, but after rounding the first turn and hitting a double jump, Davis executed an endo after landing short over a double jump. This gave Larry Ward the lead but Matiasevich was ready to pounce. A few turns later, Matiasevich was out in front ahead of Ward, Kiedrowski, Cary Mulligan, Gaddis and Kawasaki rider Mike Pascarella.

Craig, who gave Matiasevich his only challenge the night before, was caught in the middle of the pack before crashing and dropping even farther back.

On lap two, Ward slid out in a turn, handing second to Kiedrowski, who found a five-second gap separating himself from Matiasevich. Matiasevich was out in front with clear sailing ahead, clicking off 55-second lap times, compared to Lechien's 53-second 250cc times.

Matiasevich eventually stretched his lead out to a comfortable seven seconds on Kiedrowski, while Gaddis, Ward, Mulligan and Lowell Thomson, who rode both the 125 and 250cc classes, battled for third.

Ward and Gaddis traded places many times, and the climax of the duel came as the two riders collided in the last turn with Gaddis' chain coming off. The finish line was located on top of a plateau jump and Gaddis couldn't push his bike up the hill. By the time he was going again, he had dropped to 15th.

Matiasevich took his second win of the weekend over Kiedrowski, Ward, Pascarella and Thomson. ●

Results

SATURDAY

250: 1. Rick Johnson (Hon); 2. Ron Lechien (Kaw); 3. Jeff Ward (Kaw); 4. Erik Kehoe (Suz); 5. Micky Dymond (Yam); 6. Jeff Stanton (Yam); 7. Broc Glover (Yam); 8. Mike Healey (Cag); 9. George Holland (Hon); 10. Billy Frank (Yam); 11. Dean Matson (Suz); 12. Jeff Leisk (Hon); 13. Ross Pederson (Suz); 14. Rick Ryan (Hon); 15. Doug Dubach (Yam); 16. Keith Bowen (Kaw); 17. Johnny O'Mara (Suz); 18. Todd DeHoop (Suz); 19. Donny Schmit (Suz); 20. Mike Larson (Suz).

125: 1. Jeff Matiasevich (Kaw); 2. Mike Craig (Yam); 3. Mike Kiedrowski (Kaw); 4. Ty Davis (Suz); 5. Larry Ward (Yam); 6. Jimmy Gaddis (Suz); 7. Craig Canoy (Suz); 8. Chris Young (Yam); 9. Kerry Mulligan (Hon); 10. Mike Pascarella (Kaw); 11. Steve Friesen (Hon); 12. John Nelson (Kaw); 13. Lanee Smail (Kaw); 14. Darrel Martens (Hon); 15. Lowell Thomson (Kaw); 16. Stacey Cook (Hon); 17. Mike Bell (Hon); 18. Rick Simmet (Hon); 19. Aaron Shardelman (Yam); 20. Richard Taylor (Hon).

SUNDAY

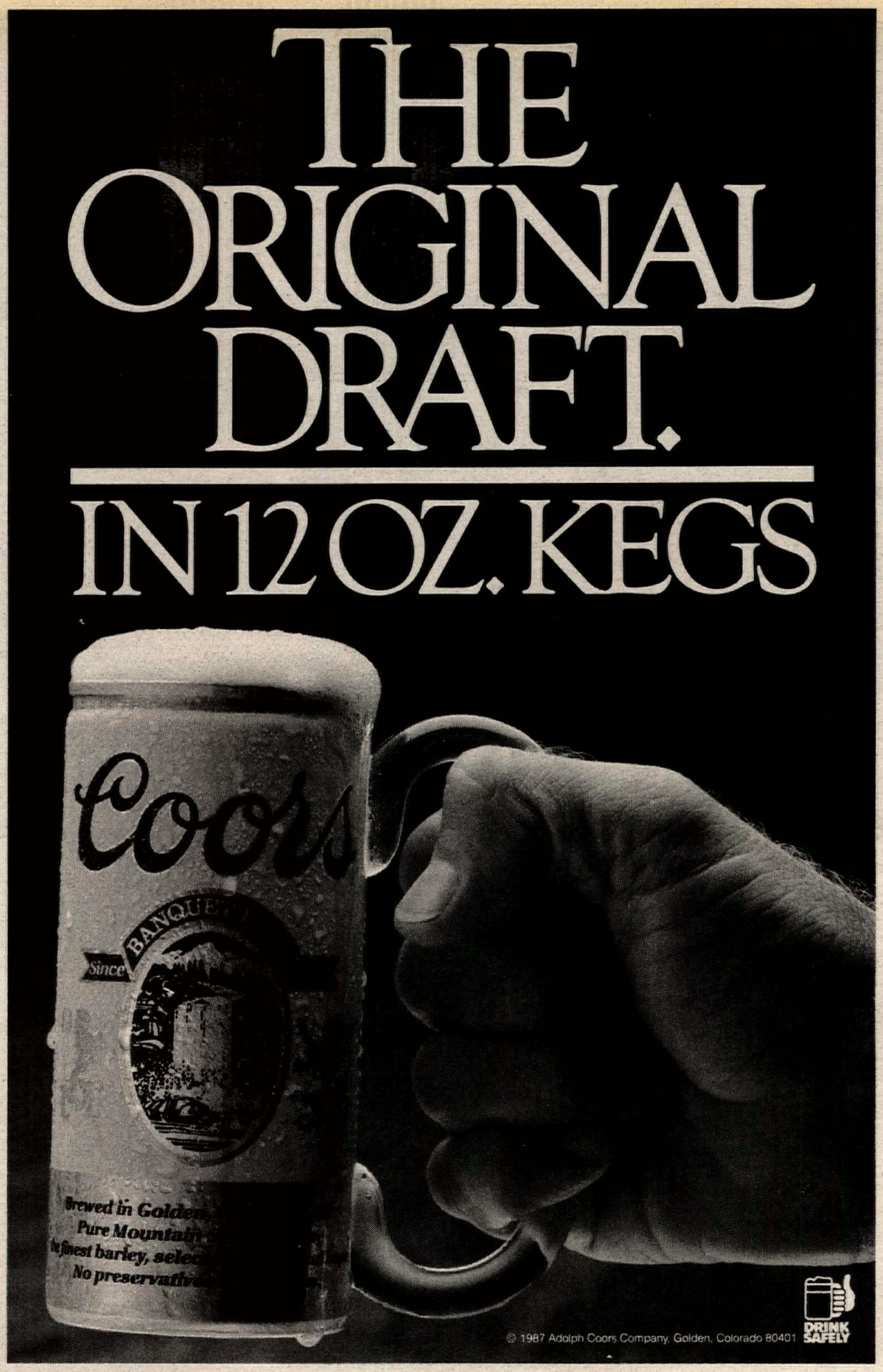
250: 1. Lechien; 2. Ward; 3. Johnson; 4. Dymond; 5. Holland; 6. Glover; 7. Leisk; 8. DeHoop; 9. Pederson; 10. Bowen; 11. Shaun Kalos (Yam); 12. Ryan; 13. Schmit; 14. Kehoe; 15. Stanton; 16. Frank; 17. Jeff Frisz (Suz); 18. O'Mara; 19. Allan Dyck (Hon); 20. Dubach; 21. Lowell Thomson. (Kaw).

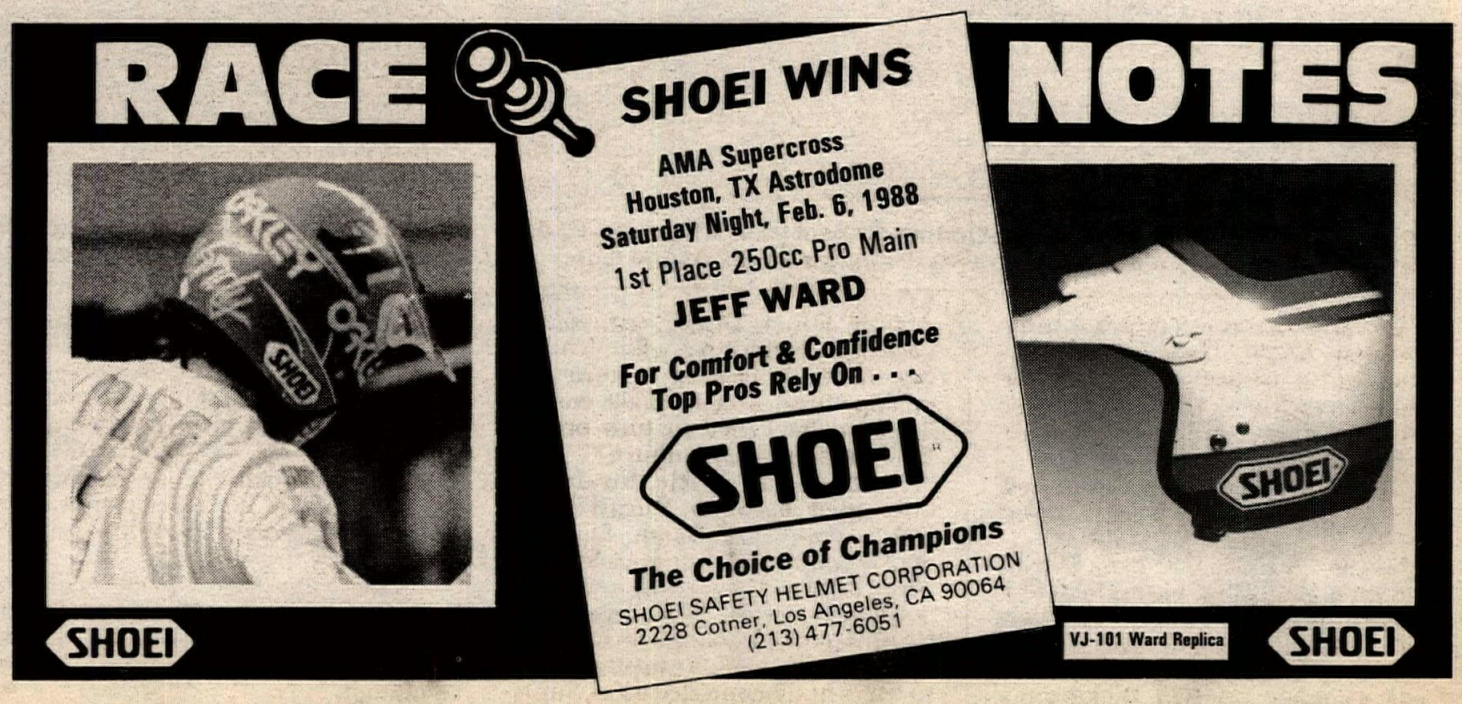
125: 1. Matiasevich; 2. Kiedrowski; 3. Larry Ward; 4. Pascarella; 5. Thomson; 6. Mulligan; 7. Craig; 8. Young; 9. Simmet; 10. Nelson; 11. Steve Friesen (Hon); 12. Tony Graves (Hon); 13. Smail; 14. Davis; 15. Gaddis; 16. Cook; 17. Martens; 18. Eduardo Lopez (Yam); 19. Scott Grimm (Kaw); 20. Winnson; 21. Shardelman.

POINT STANDINGS

250: 1. (TIE) Johson/Ward (67); 2. Lechien (65); 3. Dymond (54); 4. Glover (44); 5. Holland (42); 6. Kehoe (41); 7. Leisk (35); 8. Stanton (34); 9. Bowen (26).

125 (WESTERN REGION): 1. Matiasevich (75); 2. Kiedrowski (64); 3. Craig (51); 4. Larry Ward (49); 5. Davis (41); 6. Young (40); 7. Mulligan (33); 8. Pascarella (29); 9. Gaddis (22); 10. Thomson (22).





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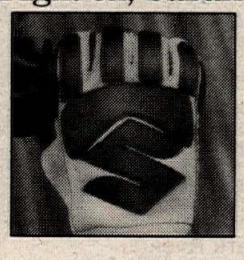

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Billy Liles:

Out to win in Europe

Mud has been the biggest problem Billy Liles has faced in Europe. Liles (far right) was stuck in this hole in Spain for an entire moto.

Liles will contest his second full season on the 500cc GP tour for the Italian Kawasaki importer and possibly three other major sponsors.

By Alex Hodgkinson

Since Brad Lackey became the first American to win the 500cc World Championship in 1982, there has been a lull in American riders competing on the European GP circuit. American riders have been successful in the Motocross des Nations, European supercrosses and Grands Prix run on American soil, yet only two American riders have recently spent a full season on the Continent.

In 1987 Billy Liles left the United States and joined Bobby Moore, who has now spent the past two years chasing the 125cc World Championship, as the only other American to compete full-time on the 500cc Grand Prix circuit. In 1986 Liles spent his last year on the American circuit riding as a privateer, after losing his factory contract with Kawasaki at the conclusion of an injury-plagued '85 season, in the 250 and 500cc Nationals. He finished eighth overall and first privateer in the 250cc class and seventh in the 500cc series during his last year of competition in the States. When the season was over, Liles headed to Italy where he finished fourth in a 500cc International race. Following the race he was involved in a serious car accident in which his mechanic, Bob Pearson, was killed. Liles suffered a concussion and numerous bruises, but he raced the next day in an International Supercross and won it. While in Italy he also managed to generate an offer from Kawasaki Italy to contest the 500cc GPs in 1987, which he eventually took.

This year Liles intends to return to Europe for a second attempt at the crown with backing from three major sponsors and the Italian Kawasaki importer.

Our man in Europe recently caught up to the newly-crowned Italian 500cc Champion from Fairburn, Georgia, during the off-season to chat with Liles about life in Europe and contesting the GPs.

Why did you decide to race in Europe?

I was looking for a change, and the sponsorship opportunities for me in the States were not so good. So when I got the offer of a salary, bikes and camper from the Italian Kawasaki importer Cinti it seemed like a good idea. I had always wanted to race the World Championships, and at the age of 23 the time seemed right.

How do the European contracts shape up against those in the States?

The deals on the bikes and parts are pretty much the same, but the clothing contracts are much better. Overall I have been happy with the help I have gotten.

The European life-style must be different to that in America. How have you come to grips with it?

One of the biggest problems I have had in adapting is the time at which people eat. In Italy, where I am based, restaurants are open from 12 noon until 2:00 and from 7:00 until 9:30 in the evening. If you don't eat then, you don't eat at all. In different countries the times can vary, but nothing is open all day like at home. The same goes for the grocery stores which all shut for a couple of hours in the middle of the day. When you are used to being able to get anything you want 24 hours a day, it takes some getting used to. You always need to keep an eye on the clock and organize your schedules around the times when things are available.

Generally speaking that has not been such a problem in the other countries because we generally had something in the camper when we were on the road.

But all of those different currencies! It is like playing a major Monopoly game, except I never knew how much cash I had in my pocket. I think I've got eight jars of different change at home. I spent six hours sorting it all out one evening after I had been here a couple of months.

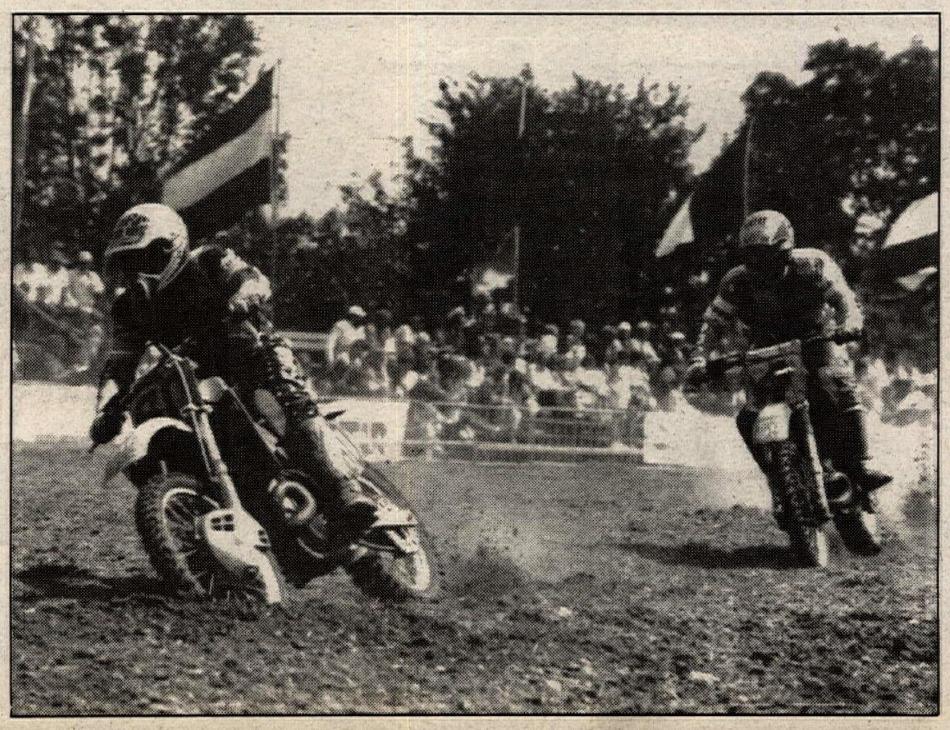
What about the language?

In the end you start to get used to it. A lot of people speak English in some way or another. I soon learned some Italian, and most of the time when you need to speak to people who don't speak English it's at the national borders, in shops and in the banks. Sign language and a bit of patience usually solves any problems. There is usually someone who speaks English at the races.

Have you been disappointed with your results?

I was looking to be in the top five of the World Championship, and instead of that I ended the season struggling to stay in the top 15. I

Liles holds off 500cc World Champion Georges Jobe at the Dutch Grand Prix. Liles hopes to win the World Championship before leaving Europe.



don't think that reflects on my riding, rather on a lack of organization. I had trouble as the year went on with spare parts, and I had to run old parts at times. I don't think the arguments which were with the bike sponsor has been any secret, but it was down to understanding how each other works. Towards the end of the season we got this straightened out and things have gone a lot better on that front. I won the Italian Championship, and all three motos of a team race with people like Georges Jobe riding.

You tried the Boyesen bike in Austria early in the year. What happened to that?

There was nothing wrong with the bike, but it needed some changes to be right for me. Eyjvind (Boyesen) obviously didn't want us to change things without him seeing, so it would have been necessary for him to be in Europe. But his business commitments in the States wouldn't allow him the time. It's a pity.

How did you find the tracks in Europe?

They seem faster. It is as though they have been designed with 500s in mind. The starts are good and long, and the different riding style makes a difference. Europeans seem to use a lot of momentum, while in the USA, with so much stadium racing, there is a lot of block passing and cutting off. You don't have that here.

Has that led to conflict with other riders?

I guess that means some riders have said something to you, but nobody has said anything to me personally yet.

How rough is the opposition in Europe?

I didn't come here expecting it to be easy. My biggest problem has been the mud rather than the other riders. I expected one, maybe two, mud races, but not eight of 12 in the GPs! It has been tough to adapt to that. In training in Spain I got stuck in one deep hole for 40 minutes, and Germany and Belgium were also no fun.

Yet you stayed all year when many others have gone home early.

I just hung in there. I am not one who is going to run out when the going gets tough. That's not my style. I am here for as long as it takes and hopefully before I leave I will have a world title.

How long do you plan to stay?

I hope to stay for a minimum of five years.

Did your bad results in the GPs get you depressed?

Yes, a little, but I got to ride a lot of international races towards the end of the year and I got good results in those. After a year of experience I have got a good training program worked out. Back home in Georgia it is almost always warm, but here it is raining and cold a lot of the time. You just have to adapt to the idea of running even in those conditions.

How does it look for you for 1988?

I am negotiating with three major corporations to sponsor me in my own team, and I have worked out a deal with the importer to ride Kawasaki again in the 500 GPs. I will again be based in Italy, and I will again contest the 500 World Championships. I intend to race more international races this year. There is good money there and the competition is also good. But my main aim is the World Championship. I have gotten used to the 45-minute motos now, I have learned to race in mud, I have come to grips with the life-style so I don't have any excuses for not doing well. I am going out to win, and I believe I can. ●

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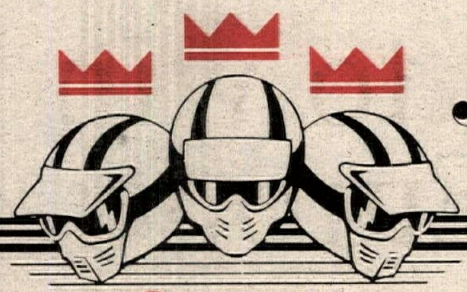

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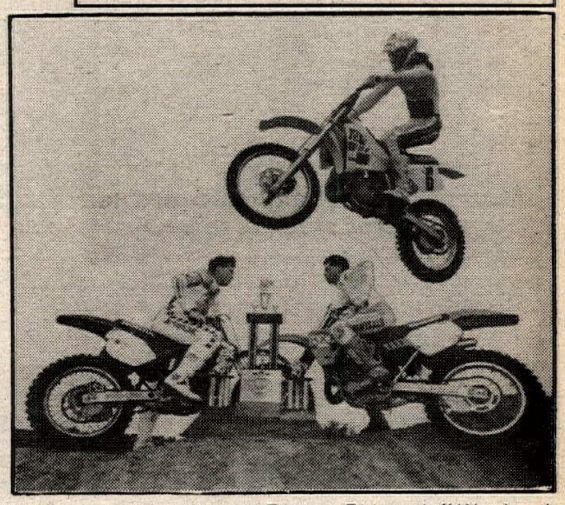

While Kawasaki and Honda Factory Riders, Jeff Ward and Rick Johnson discuss the possibility of who will win the all new trophy for the newly formed COORS SUPER CROWN OF MOTOCROSS SERIES. Micky Dymond flies overhead with dreams that he will be the Coors Super Crown Champion.

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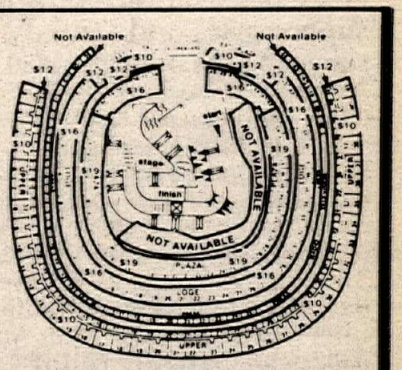

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Overall winner Phil Lawrence (19L) and Troy Dollansky (11Z) lead the 125cc Intermediates out of the first turn in the second moto.

Leonard Kilman (4L) leads John Hollenger on his way to winning the first 500cc Beginner moto. Kilman took the overall win with a 1-3 score.

Kilman cranks out Marysville GSN win

By Ken Faught
MARYSVILLE, CA, FEB. 7

Orange County Cycle-sponsored Leonard Kilman made due of his 1-3 finishes to win the 500cc Beginner class at round seven of the CMC/Dodge Truck Golden State Nationals at Marysville's "E" Street race track.

Kilman holeshot Rodney Gaulls, Robert Fields, John Lea and Jerry Lockhart to lead the first moto. As the pack exited the first turn Qualls stalled his Kawasaki, knocking him out of the top 10 and giving Fielder second. On the first lap Fielder jumped past Kilman, but on lap two Fielder bobbled, giving Kilman the lead and Lea second. John DiMuccio, who gated 10th, moved up to fourth then quickly passed Fielder and set after the leaders. At the start of the third lap DiMuccioo disposed of Lea and was a close second to Kilman. While DiMuccio and Kilman were battling for the lead John Hollenger piloted his Honda into fourth after passing Fielder.

Back up front DiMuccio was trying everything he could to get by Kilman. On the fourth lap DiMuccio finally found a way around Kilman and took command of the lead, but after leading for less than half a lap DiMuccio pitched his Honda and took Lea down with him. Kilman barely missed the crash and once again took control of the lead. Hollenger moved into second ahead of Fielder, DiMuccio, and David Shoemaker. On the last lap both Fielder and DiMuccio passed Hollenger, but just a few turns from the finish DiMuccio once again torpedoed his Honda into a berm and dropped to eighth. Kilman took the win ahead of Fielder, Hollenger, Shoemaker and Lockhart.

Second moto action saw Qualls grab the early lead over Lea, DiMuccio, Kilman and Shoemaker. Shortly into the race DiMuccio passed Qualls and began to pull away. Qualls now had his hands full with Lea, who had to do well in the moto to maintain second in the series. On the second lap the pressure started to work and Qualls soon found himself on the ground. Lea moved into second with Kilman close behind. As the moto progressed the race for second started to heat up as Shoemaker and Lockhart started to catch Lea and Kilman. The four riders continued their battle for the rest of the race with positions changing several times. Shoemaker benefitted the most as he worked his way up to second. DiMuccio went on to take an easy win over Shoemaker, Kilman, Lea and Lockhart.

Kilman got the overall win and increased his series point lead to nine. Shoemaker was second overall and DiMuccio finished third with his 8-1 score.

Tim Whitlock used a near-perfect 2-1 ride to win the 500cc Intermediate class and further his series point lead.

At the start of the first moto Grant Michaelson holeshot Mark Baldey, Ricky Lutz, Kevin Green and Whitlock. Michaelson soon started to open up a small lead and on the second lap Whitlock moved to second by passing Lutz and Baldey. As Whitlock tried to decrease Michaelson's four-second lead Lutz passed Baldey, who then rapidly dropped off the pace and allowed Kawasaki-mounted Jim Kuntz to break into the top five. On the fourth lap Kuntz worked his way around Montgomery for fourth and with only a few laps remaining Rob Lovas worked his way into a distant fifth. Michaelson took the win with a five-second margin over Whitlock, Lutz, Kuntz, and Lovas.

When the gate dropped at the start of the second moto Randy Chapman led Green, Whitlock, David Bagwell and Lutz. On the second lap Whitlock passed both Green and Chapman and took over the lead then began to pull away. While Whitlock was cruising out front Bagwell caught Green and with only two laps left took third away from Green but couldn't seem to pull away. The last pass of the race saw Kuntz make an incredible charge into third, setting the finishing order at Whitlock in first over Chapman, Kuntz, Bagwell and Green.

Ryan Hughes grabbed the holeshot in the first 125cc Intermediate moto followed by Troy Dollansky, Jimmy Button, Bubba Erickson and Phil Lawrence. On the first lap Hughes and Dollansky dropped back giving Button the lead over Lawrence, Erickson, Neal and Mike Chamberlain. On the third lap Jimmy Clay broke into the top five after knocking Chamberlain back a position, and the positions were set for the finish. As the checkered flag fell it was Button taking the win followed by Lawrence, Erickson, Neal and Clay.

Lawrence started the second moto off by holeshotting Dollansky, Clay, Erickson and Chamberlain. On the first lap Lawrence crashed his way back to 10th, giving Dollansky the lead over Hughes and Neal. Hughes began to pressure Dollansky, and on the third lap Dollansky fell, handing Hughes a fair size lead. Hughes quickened his pace and pulled even farther away from the pack. With just over a lap remaining Lawrence passed both Chamberlain and Clay and set after Neal. On the last lap Jeff Emig took over fourth when Clay dropped back. Hughes took an easy win over Neal, Lawrence, Emig and Chamberlain.

A 2-3 score gave Lawrence the overall, Neal was second and Emig placed third with 6-4 rides.

At the start of the first Mini Expert moto Tommy Clowers got the holeshot over Joel Albrecht, Dana Wiggins, Brian Walters and Derek Natvig. Buddy Antunez and Butch Smith crashed in the first corner, allowing the pack to temporarily pull away. Antunez quickly remounted and set after the leaders. As the riders came around to complete lap one Albrecht dropped out of the top five and Antunez was now in third ahead of Natvig and Smith. On the second lap Antunez disposed of Wiggins and set after Clowers. While Antunez was rapidly catching Clowers, Albrecht was blazing through the pack. On the third lap Clowers fell back to ninth, handing Antunez a huge lead over Albrecht, Wiggins, Smith and Walters. This turned out to be the order in which they finished.

Second moto action saw Natvig holeshot Albrecht, Antunez, Clowers and Smith. On the first lap Natvig dropped to third after being passed by both Albrecht and Antunez. Shortly after passing Natvig Antunez put away Albrecht and immediately started to pull away. On the third lap Albrecht fell, which gave Natvig second over Clowers and Smith, but by the end of the following lap Albrecht was in third and close to Natvig. With three laps remaining Natvig dropped to fourth behind Clowers and Albrecht, and started to go at it for second. On the last lap the two riders banged bars once too often and went down hard after a

Buddy Antunez took the Mini Expert win with a pair of firsts.

jump. Natvig slipped into second once again as Antunez captured his second win of the day. Brian Roth was third ahead of Albrecht and Clowers. •

Results

60 0-1: 1. Tim Tilton (Kaw); 2. Frankie Navarro (Kaw); 3. Tony Catalde (Kaw); 4. Matthew Hawkins (Kaw); 5.David Keeney (Hon).

60 9-11: 1. Jason Patridge (Kaw); 2. Phil Richmond (Kaw); 3. John Meng (Kaw); 4. Jeff Willoh (Kaw); 5. Chris Wheeler (Kaw).

80 BEG: 1. Craig Smith (Suz); 2. Travis Fleming (Hon); 3. Jake Windham (Kaw); 4. Eric Haug (Kaw); 5. Devin Crippen (Kaw).

80 JR: 1. Eric Chavira (Hon); 2. Chris Kefalas (Hon); 3. Steve Garnett (Suz); 4. Ramon Noriega (Suz); 5. Michael Brandes (Kaw).

80 INT: 1. Craig Decker (Yam); 2. Ryan Huffman (Yam); 3. Jason Kawell (kaw); 4. Jason McCormick (Kaw); 5. Todd McMaster (Hon).

MINI EX: 1. Buddy Antunez (Suz); 2. Joel Albrecht (Kaw); 3. Derek Natvig (Suz); 4. Brian Roth (Kaw); 5. Dana Wiggins (Suz).

80 OPEN 9-11: 1. Chris Wheeler (Yam); 2. Zachary Rund (Kaw); 3. Jeff Tilton (Kaw); 4. Phil Richmond (Kaw); 5. Ty King (Yam).

125 BEG D-1: 1. Chuck Kinne (Kaw); 2. Jeremy Sterger (Suz); 3. Jaimie Knox (Yam); 4. Chris Kefalas (Hon); 5. Richie Sherman (Hon).

125 BEG D-2: 1. Jason Miller (Suz); 2. Jason Austin (Kaw); 3. Joe Lawwill (Kaw); 4. James Reece (Yam); 5. John Speake (Yam).

125 JR D-1: 1. Vernon Morgan (Kaw); 2. Eric DuCray (Hon); 3. Tiger Garcia (Hon); 4. Kevin Tait (Hon); 5. Buck Barnett (Hon).

125 JR D-2: 1. Steve Bonita (on); 2. Brett Hamilton (Kaw); 3. Tim Liljeburg (Kaw); 4. Bryan Holdren (Hon); 5. Joe Vella (Hon).

125 JR D-3: 1. Larry Lawrence (Yam); 2. Cole Gress (Hon); 3. Rich Quick (Suz); 4. Pat Gomm (Hon); 5. Raymond Anthony (Hon).

125 INT: 1. Phil Lawrence (Yam); 2. Chris Neal (Kaw); 3. Jeff Emig (Kaw); 4. Bubba Erickson (Cag); 5. Jimmy Clay (Yam).

125 PRO: 1. Rodney Smith (Suz); 2. Steve Lamson (Yam); 3. Danny Paladino (Hon); 4. Jorge Nogretti (Cag); 5. Mike Wenzel (Hon).

250 BEG D-1: 1. Mike Odell (Hon); 2. Rudy Chavez Jr. (Hon); 3. Ron Williams (Kaw); 4. Richard Boelman (Kaw); 5. Dean Mullens (Hon).

250 BEG D-2: 1. Robert Drew (Yam); 2. James Sanchez (Hon); 3. Ben Anderson (Hon); 4. Matt Phipps (Hon); 5. Ron Corby (Hon).

250 JR D-1: 1. Jerry Wright (Kaw); 2. Mike Brewer (Kaw); 3. John Neary (Hon); 4. Ronnie Higgins (Hon); 5. Jerry Genovese (Yam).

250 JR D-2: 1. Larry Lawrence (Yam); 2. Perrin Perez (Hon); 3. Ronnie Lee (Kaw); 4. Kevin Beyer (Yam); 5. Bill Fernandez (Suz).

250 INT D-1: 1. Chad Pederson (Yam); 2. Phil Lawrence (Yam); 3. Tim Whitlock (Hon); 4. Ryan Hughes (Yam); 5. Jason Buttle (Suz).

250 INT D-2: 1. Jim Kuntz (Kaw); 2. Tony McGrath (Hon); 3. Steven Hunter (Hon); 4. Troy Dollansky (Hon); 5. Billy Woods (Kaw).

250 PRO: 1. Rodney Smith (Suz); 2. Steve Lamson (Yam); 3. Greg Tirheiner (Hon); 4. Eric Sandstrom (Kaw); 5. Allen Berlutti (Kaw).

500 BEG: 1. Leonard Killer Kilman (Yam); 2. David Shoemaker (Yam); 3. John DiMuccio (Hon); 4., John Lea (Hon); 5. Jerry Lockhart (Hus).

500 JR: 1. Dave Fernandez (Hon); 2. Mike Crawford (Yam); 3. Chuck Bagwell (Hon); 4. Bryan Richardson (Yam); 5. Mike Graves (Kaw).

500 INT: 1. Tim Whitlock (Hon); 2. Jim Kuntz (Kaw); 3. Randy Chapman (Kaw); 4. Kevin Green (Hon); 5. Ricky Lutz (Kaw).

500 PRO: 1. Beau Magly (Hon).

VET JR: 1. Kirk Benke (Hon); 2. Douglas Clark (Hon); 3. Rick Glass (Hon); 4. Mike Ronk (Hon); 5. Rex White (Kaw).

VET INT: 1. Brent Battin (Suz); 2. Dave Potts (Hon); 3. John Adams (Hon); 4. Chris Burgeson (Yam); 5. Potts Thomas (Hon).

VET MSTR: 1. Mark White (Yam); 2. Robert Casper (Hon); 3. Buane Joice (Kaw); 4. Rick Long (Hon); 5. Rod Nordstrom (Kaw).

VET PRO: 1. Jimmy Caton (Hon).

OT JR: 1. Gary Doggett (Kaw); 2. Jay Biery (Yam); 3. Clive Cheffins (Hon); 4. Greg Young (Hon); 5. Gene Dempsen (Hon).

OT INT: 1. Fred Cameron (KTM); 2. Leroy Smith (Hon); 3. Frank Trier (Hon ; 4. Harold Noell (M-S); 5. Steve Doll (Hus).

OT MSTR: 1. Bob Krah (Yam); 2. Terry Sage (Yam); 3. Rich Schilling (Hon); 4. Don Swearingen (Hon); 5. Paul Bastrom (Hon).

WMN: 1. Jeannie Pruitt (Hon); 2. Patricia Ristoni (Suz); 3. Sheryl Federow (Yam); 4. Vicky Jackson (Hon); 5. Melanie Parkes (Yam).

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☐ "TECATE G.P." **May 20-21, 1988** Entry Opens: APRIL 1, 1988

☐ "THE SECRET G.P." **Date & Location** TO BE ANNOUNCED

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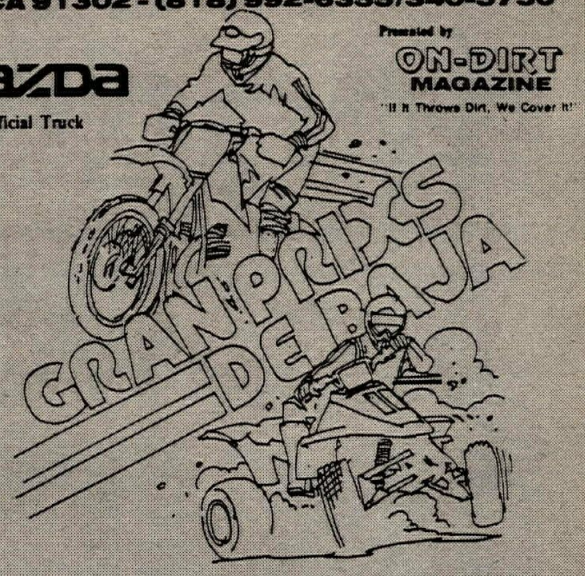

(NOTE: Race Number & Starting position, by class, will be assigned by postmark and on a first-come-first-save basis. NO DRAWING FOR STARTING POSITIONS! Send your entry early!)

DIVISION (Please check one (1) box per entry):

☐ OPEN M/C ☐ 250cc M/C ☐ 125cc M/C & Under
☐ OPEN ATV ☐ 250cc ATV ☐ 200cc ATV & Under

CLASSES (Please check one (1) box per entry):

☐ PRO ☐ SPTSM. Expert
☐ SPTSM. Intermediate ☐ SPTSM. Novice ☐ SPTSM. Senior (40-50)
☐ SPTSM. Beginner ☐ SPTSM. Super Senior (50 & over)

(Note: There must be a minimum of five (5) entries for an official class. Otherwise, your entry may be combined with another class.)

GENERAL INFORMATION:

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- Pro Payback 80%
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- Insurance (Liability 3rd Prty only) ..... *$10.
- Medical Insurance **(May be available)
- ENTRY postmark will be used to assign race numbers & starting position by class.
- Late or Post Fee ..... Add $10
- Entry is non-refundable but can be applied to next "Gran Prixs de Baja" event.
- **Race schedule:** 250cc & 125cc - 9 to 11 a.m. plus 1 lap. All ATVs - Noon to 1 p.m. plus 1 lap. 251cc & Open - 2 to 4 p.m. plus 1 lap.
- 30% Trophies and/or plaques.
- Cash prizes will be mailed to winners.
- Contingency prizes may be awarded after the event or can be mailed.
- Course is marked with fluorescent pink & red ribbons & ON-DIRT directional arrows.
- POINTS awarded after each event, towards the 3-race series point championship.
- **Year-end prizes to points champs by class & overall!**

** Liability insurance is for third party and is secondary to your policy. We suggest you do not race unless you carry your own policy.*
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YEAR ..... MODEL .....
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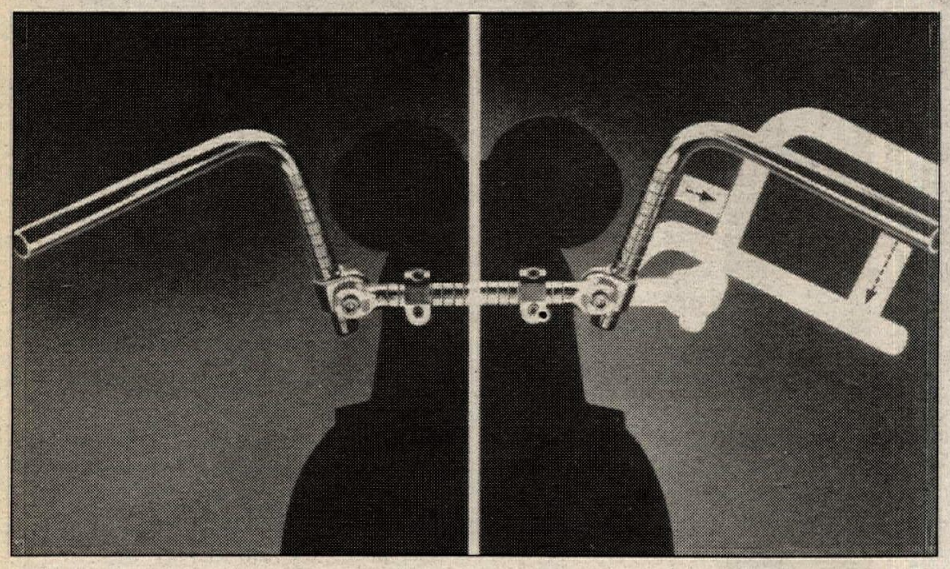
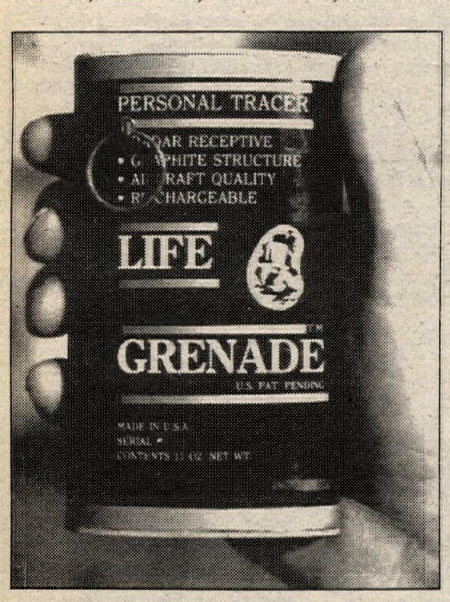
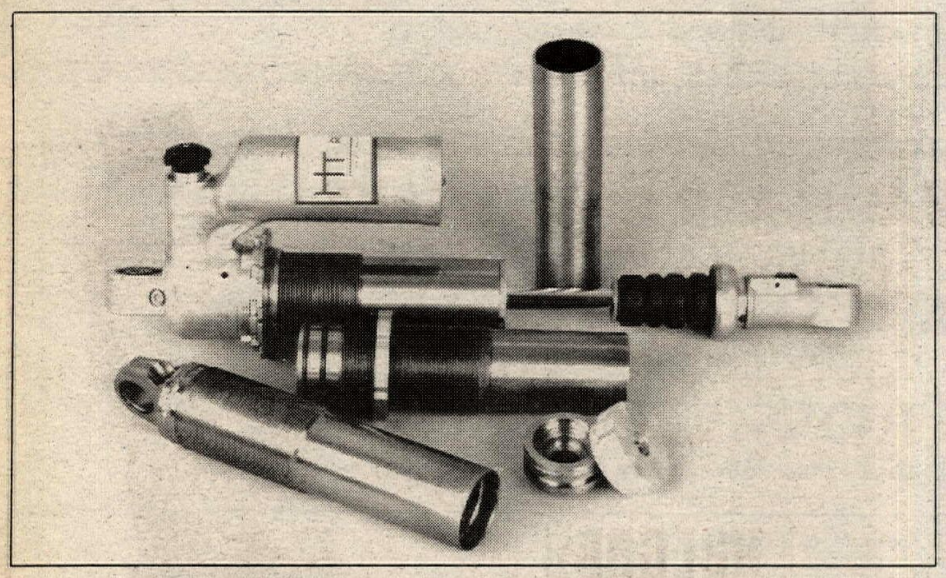


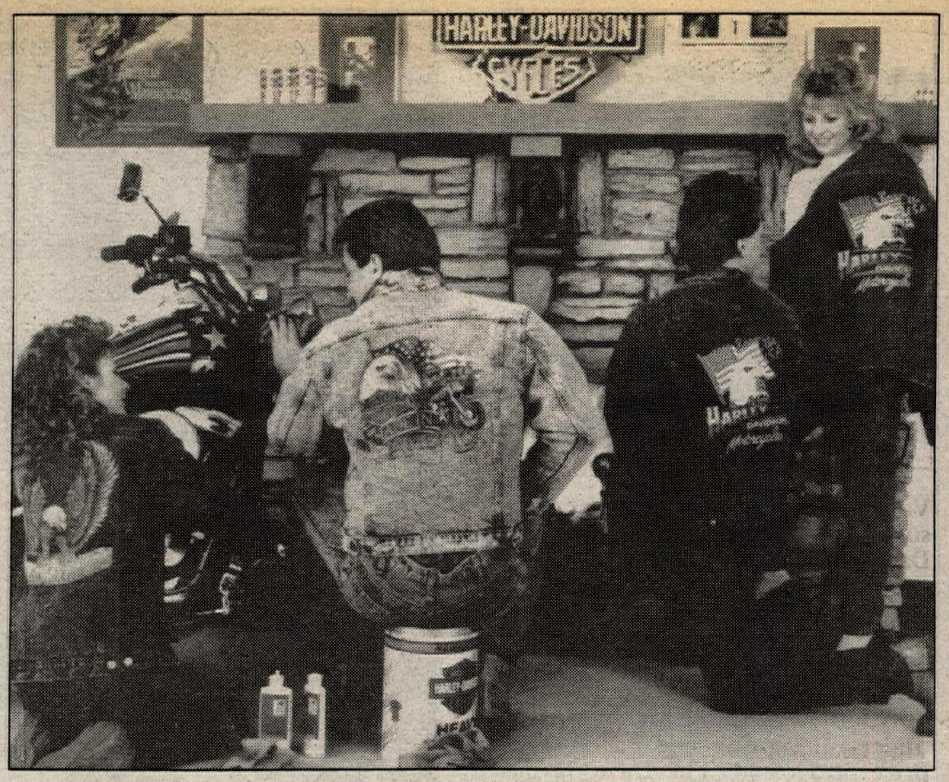
National Dynatronics' Dynabars is a handlebar system that is adjustable to any size rider and riding style by a multi-directional geared locking design with horizontally and vertically telescoping sections. Handlebar positions are changed by loosening one allen bolt and one set screw on each side, and each bar has positive-engagement locking teeth to prevent slipping. Dynabars come in two models, the Classic Model 203 for touring and cruiser style motorcycles, and the Super Sport Model 204 offering flat and clip-on positions. Retail price is $99.95, which includes a money-back guarantee, and the Dynabars are available only from National Dynatronics, Dept. CN, 334 E. 9th St., Suite 11, New York, NY 10003, 212/982-0314.



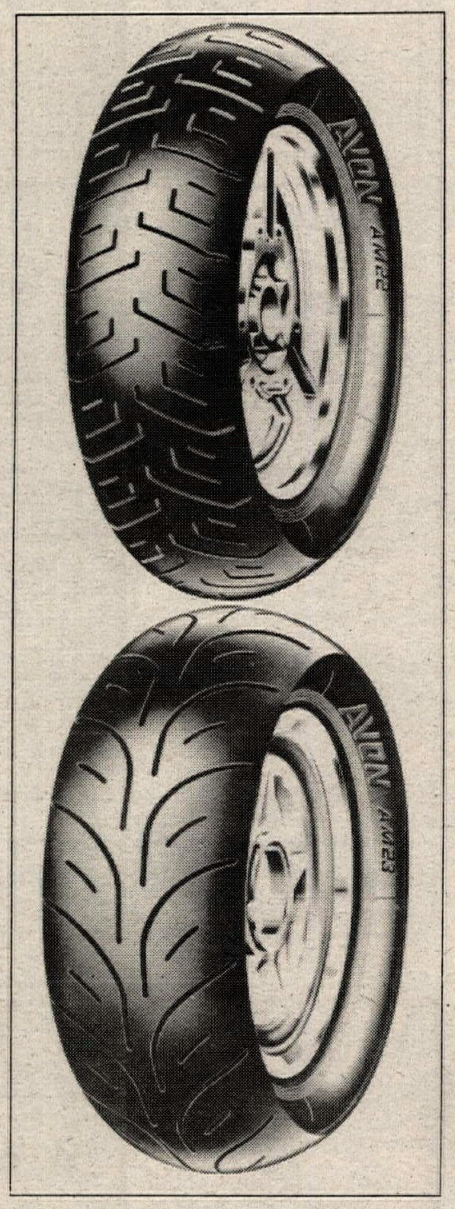
The Life Grenade is a personal tri-signaling tracer designed to alert authorities or friends of a lost, stranded or injured rider/activator. The unit is 5x3x1.5 inches and weighs just 11 ounces and deploys with a simple pull of a pin. A radar irritant balloon is filled and released 300 feet in the air, marking the exact point of distress. For even more signaling ability a radio transmitter-equipped model is also available. Both units are reusable after being recharged. The original Life Grenade sells for $29.95, while the radio transmitter equipped unit goes for $49.00. For more information contact Life Grenade, Dept. CN, P.O. Box 2116, Spring Valley, CA 92077-0460, 619/466-5232.



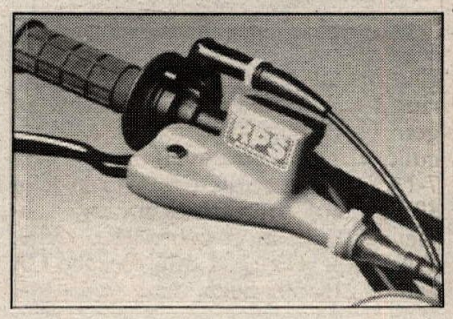
HT Racing installs precision steel shock bodies on all Honda, Kawasaki, Suzuki and Yamaha motocross shocks which, according to HT Racing, eliminates shock fade, body wear and oil contamination due to the stock aluminum bodies heating up and expanding away from the damping piston. Custom revalving services are also available, and all shock servicing includes the use of aerospace synthetic oil for consistent damping. Prices for shock servicing range from $50.00 to $200.00. For complete details contact HT Racing, Dept. CN, 413 Robinson Circle, Placentia, CA 92670, 714/993-5454.



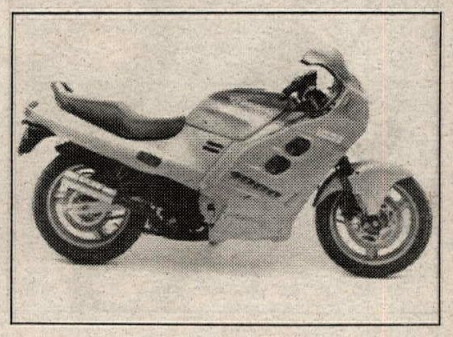
A new line of Harley-Davidson denim jackets and jeans featuring embroidered and silk screened Harley-Davidson graphics will be available in early March at 350 selected Sears stores throughout the nation. The oversized-look jackets will be available in sizes small through extra-large while the jeans will carry sizes 28-38 in a variety of lengths. Both items will be available in stone-wash blue and frosted black. For more information see your local Sears store or contact Harley-Davidson Inc., Dept. CN, 3700 W. Juneau Ave., Milwaukee, WI 53201, 414/342-4680.



Avon Tire's new AM22 front and AM23 rear tires are now available for the 1988 Suzuki GSXR750 in 160/70x17 and 120/70x17 sizes and are available in two compounds, the T.F. (Track Formula) and S.C. (Sprint Compound). The T.F. compound is claimed to give extraordinary grip in both wet and dry conditions on the road or track, and the S.C. compound is claimed to have high adhesion factors in cooler conditions or shorter road races. Avon claims that the ultra low profiles maintain a consistent contact patch in the most severe lean angles and Kevlar belts are incorporated to control high speed growth and provide stability at all speeds. Approximate retail prices for these sizes are $110 for the AM22 and $140 for the AM23. For more information contact your local dealer or Avon Tire, Dept. CN, P.O. Box 336, Edmonds, WA 98020, 206/771-2115.

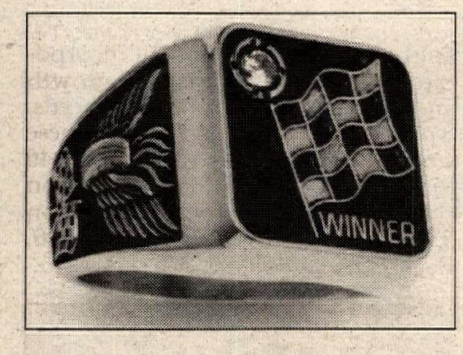


RPS front brake reservoir guards are pre-trimmed and precision drilled with two different sizes to fit both top and bottom of special brake lever bolts and are available for most Hondas, Kawasakis Suzukis and Yamahas. Available for $8.95 from your local dealer or contact RPS, Dept. CN, 2850 E. 29th St., Long Beach, CA 90806, 213/426-3498.

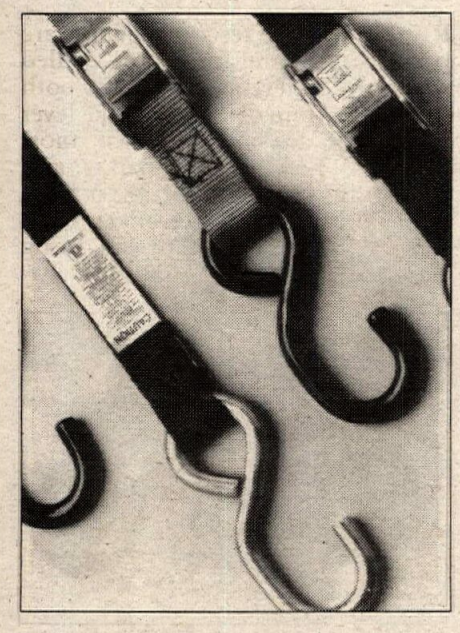


The Vance & Hines Competition Series aluminum canister four-into-one exhaust system for the Honda 1000 Hurricane allows you to retain the stock centerstand and access to the oil filter, and Vance & Hines claims that the pipe will improve horsepower while saving 16 lbs. over the stock system. Finished in Kal-Gard black with polished aluminum silencer for a suggested retail price of $275.00. For more information contact Vance & Hines, Dept. CN, 14010 Marquardt, Santa Fe Springs, CA 90670, 213/921-7461.

Vanson Leathers has two new racing suits, the Classic Racer and the Daytona, featuring double leather at shoulders, elbows and knees, pre-shaped knees, all brass hardware, two way snap back collar and elasticized back panel for action fit. The Classic Racer is an all black suit with heavy-duty full rayon lining and perforated underarm venting and has a retail price of $469.00. The Daytona has the same features as the Racer, only with a red inlay design with white trim. All suits are available in even sizes 34-50 and come with a one-year warranty against defects. For more information contact Vanson Leathers, Dept. CN, 58 Thayer St., Boston, MA 02118, 617/426-3907.



Champion Jewelry's "The Winner" ring for men and women is made of genuine 14K gold E.P. with a 10 pt. cubic zirconia and available in sizes 7-13 for a suggested retail price of $98.00. For more information contact Champion Jewelry, Dept. CN, P.O. Box 417-Q, Long Beach, CA 90801, 213/592-2025.



Ancra Lites and Ancra Brites tie-downs feature a cam buckle tensioner, one-inch nylon webbing, a vinyl-coated hook to protect handlebars and a zinc-plated hook to reduce corrosion. Ancra Lites are available in red, black and dark blue webbing colors, while the Ancra Brites are available in radical hot-pink, orange or aqua blue. Available from your local dealer, or for more information contact Ancra International, Dept. CN, 4880 W. Rosecrans Ave., Hawthorne, CA 90250, 213/973-5000. •

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Mar. 19-20	**ROCKY RIDGE**, Imperial, PA	(412) 796-1667
Mar. 26-27	**POTOMAC MX**, Budds Creek, MD	(301) 475-2000
Apr. 9-10	**MID-ATLANTIC MX**, Aquasco, MD	(301) 354-2525
Apr. 30/May 1	**THE CHALLENGER**, Homer City, PA	(412) 726-5495
May 28-29	**DIRT TRACK INC.**, Mooers, NY	(518) 236-7897
Jun. 4-5	**HIDEAWAY MX**, Shippensburg, PA	(717) 423-6653
NORTHEAST YOUTH REGIONAL		
Jun. 18-19	**BROOME-TIOGA**, Binghampton, NY	(607) 648-4997
NORTHEAST AMATEUR REGIONAL		
Jun. 25-26	**STEEL CITY**, Delmont, PA	(304) 594-1157
SOUTHEAST AREA QUALIFIERS		
Mar. 26-27	**VICTORY SPORTS**, Blountville, TN	(615) 323-5497
Apr. 2-3	**WHITE OAK**, Fredericksburg, VA	(703) 373-0890
Apr. 9-10	**SANDHILL**, Chesterfield, SC	(803) 623-2036
Apr. 16-17	**SECESSION MX**, Anderson, SC	(803) 296-5983
May 7-8	**GATORBACK**, Gainesville, FL	(813) 822-8929
May 28-29	**HELL HOLE CREEK**, Leesville, SC	(803) 532-5778
Jun. 4-5	**SUGAR TREE**, Axton, VA	(703) 650-3030
SOUTHEAST YOUTH REGIONAL		
Jun. 25-26	**ROLLING HILLS**, Reidsville, NC	(919) 342-4492
SOUTHEAST AMATEUR REGIONAL		
Jun. 18-19	**DEVIL'S RIDGE**, Sanford, NC	(919) 776-1767
MID EAST AREA QUALIFIERS		
Apr. 16-17	**MORELANDS MX**, Stanton, MI	(517) 235-4105
Apr. 23-24	**EASTERN KY MX**, Eastern, KY	(606) 285-9306
May 7-8	**MOTOSPORT TRAILS**, Millport, OH	(216) 821-2966
May 14-15	**C.O.C.R.**, Sugar Grove, Oh	(614) 237-3511
May 21-22	**WESTERN KY TR. RIDERS**, Cadiz, KY	(502) 522-6624
May 29-30	**KNOBBY HILL**, Hortonville, TN	(317) 758-6200
Jun. 4-5	**IRON MUSTANGS**, Brighton, MI	(313) 535-5640
MID EAST YOUTH REGIONAL		
Jun. 25-26	**C & S SPORTS**, Terre Haute, IN	(812) 894-2708
MID EAST AMATEUR REGIONAL		
Jun. 18-19	**RED BUD**, Buchanan, MI	(616) 695-6405
SOUTH CENTRAL AREA QUALIFIERS		
Mar. 19-20	**SWAN MX**, Tyler, TX	(214) 882-4215
Mar. 26-27	**SOUTH 40**, Crain, TX	(915) 558-3981
Apr. 16-17	**CAMEL BACK**, Pine Bluff, AR	(501) 879-1404
Apr. 23-24	**RIVERSIDE MX**, Watson, LA	(504) 664-4297
Apr. 30/May 1	**GOOD TIMES**, San Antonio, TX	(512) 670-8211
May 7-8	**MESA RACEWAY**, Mesa, TX	(807) 857-2235
SOUTH CENTRAL YOUTH/AMATEUR REGIONAL		
May 28-29	**GOOD TIMES**, San Antonio, TX	(512) 670-8211
WEST CENTRAL AREA QUALIFIERS		
May 14-15	**UINTAH BASIN**, Rosevelt, UT	(801) 756-9723
May 21-22	**CARBON EMERY MC**, Price, UT	(801) 756-9723
June. 4-5	**GREEN RIVER MC**, Rocksprings, WY	(801) 756-9723
Jun. 11-12	**WESTERN WYOMING MC**, Evanston, WY	(801) 756-9723
WEST CENTRAL YOUTH/AMATEUR REGIONAL		
Jul. 2-3	**HAPPY VALLEY MC**, Spanish Fork, UT	(801) 576-9723
NORTH CENTRAL AREA QUALIFERS		
Apr. 23-24	**MOTO PRO CYCLE**, St. Paul, MN	(612) 228-0959
Apr. 30/May 1	**LINCOLN TRAIL**, Casey, IL	(217) 932-2041
May 21-22	**MX PARENTS**, Columbia, MO	(314) 696-5561
May 28-29	**PAUL BUNYON SKI/REC**, Lakewood, WI	(715) 276-7865
NORTH CENTRAL AMATEUR REGIONAL		
Jun. 25-26	**MOTOSPORTS**, Byron, IL	(815) 234-2271
NORTH CENTRAL YOUTH REGIONAL		
Jul. 2-3	**MIDWAY**, Kellogg, MN	(507) 534-2841
NORTHWEST YOUTH/AMATEUR REGIONAL ONLY		
May 28	**WASHOUGAL**, Washougal, WA	(PE-May 13) (206) 568-3235
SOUTHWEST YOUTH/AMATEUR REGIONAL ONLY		
Jul. 2-3	**HOLLISTER HLS**, Hollister, CA	(PE-Jun 17) (415) 829-1410

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AMA # _____ EXPIRES _____ (CAN BE PURCHASED AT TRACK) (MO-YR) — AMA SANCTIONED

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ZIP _____ PHONE ( ) -

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BIKE NUMBER _____

DESIRED QUALIFIER TRACK _____

CLASSES: You may enter a total of 4 classes at the Area and Regional levels, but must choose only 2 classes to ride at National Final.

AMATEUR A & B/PLUS 25/SENIOR

1. ☐ 125 A Stock
2. ☐ 125 A Mod.
3. ☐ 125 B Stock
4. ☐ 125 B Mod.
5. ☐ 250 A Stock
6. ☐ 250 A Mod.
7. ☐ 250 B Stock
8. ☐ 250 B. Mod.
9. ☐ Open A
10. ☐ Open B/C
11. ☐ Plus 25
12. ☐ SR Plus 30
13. ☐ SR Plus 40

1987 AMA & NMA National riders placing in top 5 of B or Intermediate classes ride A classes. Any C rider who qualified to ride at the 1987 National Final must ride B. Riders must ride in the highest ranked class (A, B or C) that they currently ride in their local area. Pro-Am riders qualifying for Pro-National or Supercross final, must ride A Modified.

YOUTH/AMATEUR C/WOMEN

14. ☐ 51 Stock Automatic (4-8)
15. ☐ 65 Stock (7-11)
16. ☐ 85 Stock (7-11)
17. ☐ 85 Stock (12-13)
18. ☐ 85 Mod. (9-13)
19. ☐ 85 Stock (14-15)
20. ☐ 85 Mod. (14-15)
21. ☐ 125 Stock (12-15)*
22. ☐ 125 Mod. (12-15)*
23. ☐ 125 C Novice Stock
24. ☐ 125 C Novice Mod.
25. ☐ 250 C Novice Stock
26. ☐ 250 C Novice Mod.
27. ☐ Women (0-125cc)

* Includes Super-Mini

KAL-GARD RIDERS TAKE FIRST AND SECOND!

Kal-Gard rider Jon McCabe took the Open Pro title in the Florida Winter MX Series, while Mike Healey took second overall in the 125cc class at the Golden State Nationals. Both riders had consistent finishes and lubrication from Kal-Gard's Competition 2. Congratulations to both!

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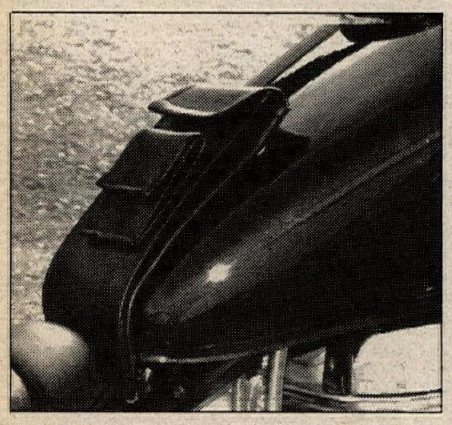
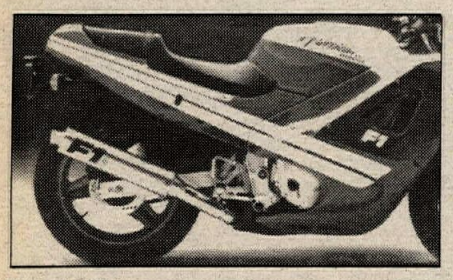
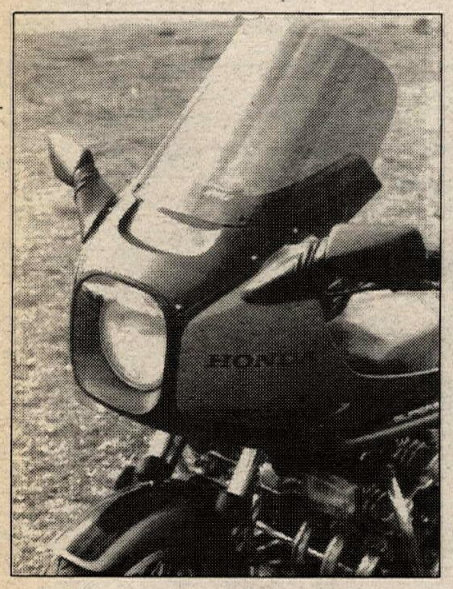
new products



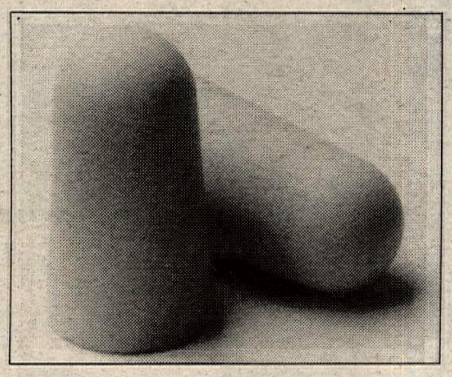
Octoput's Tank Pocket stores sunglasses, maps, gloves and whatever else will fit, and has a removable pouch for your money and keys. A layer of suction cups keeps the leatherette-covered pouch in place. Available in black, red or blue for a retail price of $29.95 from your local dealer, or contact Octoput Inc., Dept. CN, P.O. Box 5449, Fullerton, CA 92635, 714/871-9118.



Cobra Engineering claims that their F1S Superbike Mufflers for Japanese superbikes helps to increase power on some models up to 20% while keeping noise down to a mellow tone. The front section is made of steel coating with F1's "Electro-Plate" for a protected unpainted look, and the extra-long aluminum silencer has a turned down tip. Cobra claims that the F1S requires no jetting changes, and prices start at $149.95. For more information contact your local dealer or Cobra Engineering Corp., Dept. CN, 4760 E. Bryson St., Anaheim, CA 92807, 714/779-7798.

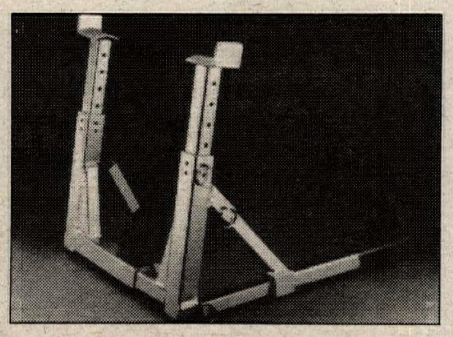


The Rifle Fairing windshield system for the Hondaline Sport-Touring fairing found on Honda CBXs and Sabres mounts to the fairing's original holes with an improved fastening system and is designed to reduce turbulence, noise and increase gas mileage. The system consists of a black plastic base with a molded-in air balance vent and comes in a choice of two different height clear windshields for $159.00. Tinted versions are available for $10 extra. For more information contact Rifle Fairings, Dept. CN, P.O. Box 1857, Paso Robles, CA 93447, 805/239-4235.



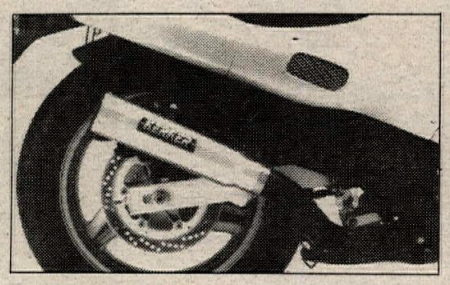
Ascot's pura-fit tapered earplugs can be used under helmets to reduce wind and other noise by more than half while still allowing general hearing awareness, according to the company. The ear plugs are made of closed cell, non-irritating soft foam and come in packages of 20 and 12 for $9.95 and $6.95 respectively. Plugs connected by a flexible vinyl cord are also available in four and 10-pair packages for $6.95 and $9.95. For more information contact Ascot Inc., Attn. Claudya Sleeper, Dept. CN, 999 Main St., Bolton, MC 01740, 617/779-6585.

Graydon Proline's 3/16-inch aluminum alloy skid plates fit all 1985-88 Honda CRs and Yamaha YZ250s and not only provide protection to the engine cases but to the exhaust pipe as well. Available for $64.95 from Graydon Proline, Dept. CN, 15935 Minnesota Ave., Paramount, CA 90723, 213/531-7142.

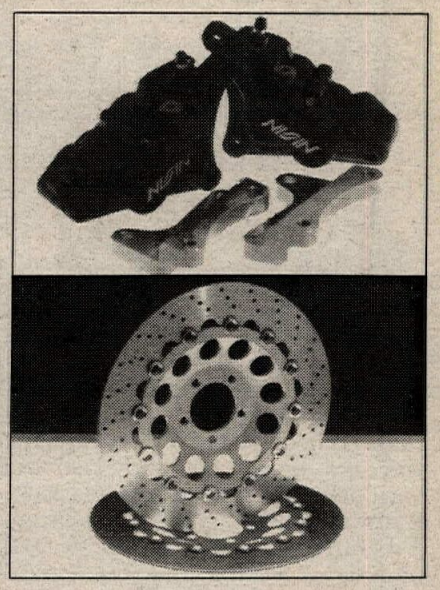


The Quick Stand by National Dynatronics is engineered to fit all motorcycles at the swing arm, center or forks and features a lever arm system for easy lifting. Fabricated from alloy steel, the unit is adjustable at a number of points via telescoping sections and can be disassembled and stored flat. Priced at $89.95 it is available from your local dealer, or through National Dynatronics, Dept. CN, 334 E. 9th Street Ste. 11, New York, NY 10003, 212/982-0314.

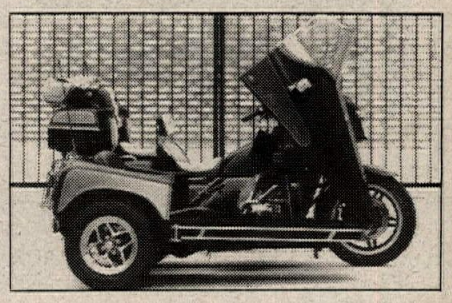
Neo claims that their synthetic 50:1 2 Cycle Racing Oil burns cleaner to help eliminate spark plug fouling while improving throttle response, horsepower and fuel economy. Neo also claims that the ultra-high film strength will reduce friction and withstand extreme heat, increasing the life of a motor. One quart runs $8.42 and is available from your dealer, or contact Neo Synthetic Oil Company, Dept. CN, 2865 Gundry Ave., Long Beach, CA 90806, 213/595-7208.



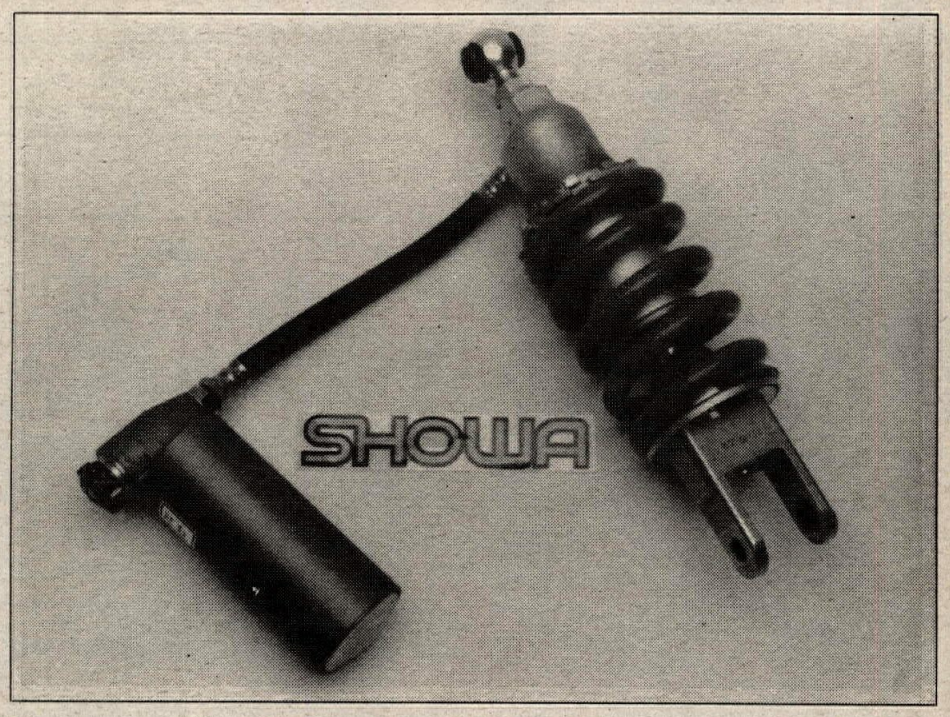
Kerker claims that the K-Series exhaust system for the 1987 Honda CBR1000 Hurricane outperforms stock across the entire powerband. The Comp 3X baffle provides competition-level flow, but is designed for closed course use only. The system weighs just under 11 lbs., oil filter and drain plug access are maintained but the centerstand must be removed. Suggested retail price is $301.00 and is available from your local dealer or contact Kerker, Dept. 1195, Dept. CN, 7900 Deering Ave., Canoga Park, CA 91304, 818/999-3060.



Yoshimura Research and Development of America is now making its brake calipers and full-floating brake rotors available for Suzuki GSXR 750/1100s. The four-piston calipers have a smaller leading piston and retail for $840.00. Special brackets are needed to use the 12.2 in. diameter floating brake rotors and cost an additional $250.00. Retail price on the rotors is $695.00 per pair. For more information contact Yoshimura R&D of America, Dept. CN, 4555 Carter Court, Chino, CA 91710, 714/628-4722 or 627-9249.



Motorvation Engineering's Formula II sidecar has a tilt front, supported by a pair of spring-loaded gas struts, for easy passenger or cargo access. When closed the bonnet is held in place by a pair of high quality off-road hood latches. Suggested price $450.00. For more information contact Motorvation Engineering, Dept. CN, 3702 Clifton Pl. Montrose, CA 91020, 818/248-9631.



Showa's rear shock for the Honda CBR600 Hurricane has a rebuildable aluminum body and features four-way adjustable rebound damping and is available for a suggested retail price of $440.00. For more information contact Sudco International Corp., Dept. CN, 1824 E. 22nd St., Los Angeles, CA 90058, 213/747-5173. ●

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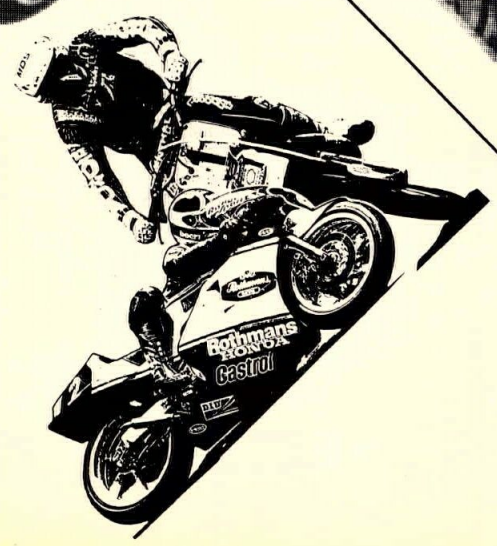

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5/15	Road Atlanta, GA
6/19	Loudon, NH
6/26	Road America, WI
7/10	Laguna Seca, CA
8/7	Mid Ohio Sports Car Course, OH
10/2	Sears Point Int'l Raceway, CA

Information: (614) 891-2425

AMA/CCS EBC Brake Endurance Challenge

2/13	Firebird Int'l Rcwy, AZ
2/28	Daytona Int'l Spdwy, FL
5/14	Road Atlanta, GA
6/16	Bryar Motorsports Pk, NH
6/25	Road America, WI
8/6	Mid-Ohio Spts. Car Course, OH
9/10	Alabama Motor Speedway, AL
10/1	Sears Point Int'l Rcwy, CA
10/29	Daytona Int'l Spdwy, FL

Information: (704) 684-4297

AMA/CCS Sprint Races

1/3	Firebird Int'l Rcwy, AZ
2/7	Moroso Motorsports Pk, FL
2/13-14	Firebird Int'l Rcwy, AZ
2/27-28	Daytona Int'l Spdwy, FL
2/28	Firebird Int'l Rcwy, AZ
3/4	Daytona Int'l Spdwy, FL
3/6	Daytona Int'l Spdwy, FL
3/20	Moroso Motorsports Pk, FL
3/26-27	Road Atlanta, GA
4/3	Firebird Int'l Rcwy, AZ
4/7-10	Laguna Seca, CA
4/15-17	Roebling Road, GA
4/15-17	Blackhawk Farms, IL
4/16-17	Bryar Motorsports Park, NH
4/30-5/1	Hallett Raceway, OK
4/30-5/1	Road America, WI
4/30-5/1	Bryar Motorsports Pk, NH
5/1	Pueblo Motorsports Pk, CO
5/7-8	Summit Point, WV
5/7-8	Brainerd Int'l, MN
5/13-15	Road Atlanta, GA
5/15	Second Creek Rcwy, CO
5/15	Firebird Int'l Rcwy, AZ
5/20-22	Blackhawk Farms, IL
5/27-29	Roebling Road, GA
5/30	Moroso Motorsports Pk, FL
6/4	Firebird Int'l Rcwy, AZ
6/4-5	Alabama Motor Spdwy, AL
6/5	Aspen, CO
6/11-12	Bryar Motorsports Pk, NH
6/18-19	Hallett Raceway, OK
6/17-19	Bryar Motorsports Pk, NH
6/19	Second Creek Rcwy, CO
6/24-26	Road America, WI
7/2-3	Summit Point Rcwy, WV
7/2-4	Bryar Motorsports Pk, NH
7/8-10	Laguna Seca, CA
7/9	Firebird Int'l Rcwy, AZ
7/9-10	Blackhawk Farms, IL
7/9-10	Brainerd Int'l, MN
7/16-17	Grattan Raceway, MI
7/17	Moroso Motorsports Pk, FL
7/17	Pueblo Motorsports Pk, CO
7/23-24	Hallett Raceway, OK
7/30-31	Blackhawk Farms, IL
7/30-31	Brainerd Int'l, MN
7/31	Second Creek Rcwy, CO
8/5-7	Mid-Ohio Sports Car Course, OH
8/6	Firebird Int'l Rcwy, AZ
8/6-7	Bryar Motorsports Pk, NH
8/13-14	Road Atlanta, GA
8/13-14	Aspen, CO
8/20-21	Bryar Motorsports Pk, NH
8/21	Moroso Motorsports Pk, FL
8/27-28	Blackhawk Farms, IL
8/27-28	Brainerd Int'l, MN
9/3-4	Blackhawk Farms, IL
9/3-5	Roebling Road, GA
9/10-11	Bryar Motorsports Pk, NH
9/10-11	Blackhawk Farms, IL
9/10-11	Alabama Motor Speedway, AL
9/10-11	Steamboat Springs, CO
9/10-11	Hallett Raceway, OK
9/11	Firebird Int'l Rcwy, AZ
9/17-18	Summit Point, WV
9/17-18	Grattan Raceway, MI
9/18	Moroso Motorsports Pk, FL
9/25	Second Creek Raceway, CO
9/30-10/1-2	Sears Point Int'l Rcwy, CA
10/1-2	Bryar Motorsports Park, NH
10/2	Firebird Int'l Rcwy, AZ
10/8-9	Rockingham, NC
10/8-9	Hallett Raceway, OK
10/15-16	Blackhawk Farms, IL
10/23	Moroso Motorsports Pk, FL
10/28-30	Daytona Int'l Spdwy, FL (Final)
11/27	Moroso Motorsports Pk, FL

Information: (704) 684-4297

AMA/CCS Vance & Hines National SuperSport Series

3/4	Daytona Int'l Spdwy, FL
3/6	Daytona Int'l Spdwy, FL
5/24-25	Road Atlanta, GA
6/18-19	Bryar Motorsports Park, NH
6/25-26	Road America, WI
7/9-10	Laguna Seca, CA
8/6-7	Mid-Ohio Sports Car Course, OH
9/10-11	Alabama Motor Speedway, AL
10/1-2	Sears Point Int'l Raceway, CA
10/28-30	Daytona Int'l Spdwy, FL

Information: (213) 921-7461
(704) 684-4297

AFM South Road Race Series

4/2-3	Riverside, CA
6/25-26	Riverside, CA

AFM North Road Race Series

3/26-27	Sears Point Int'l Rcwy, CA
4/16-17	Sears Point Int'l Rcwy, CA
5/21-22	Sears Point Int'l Rcwy, CA
6/19	Sears Point Int'l Rcwy, CA
7/23-24	Sears Point Int'l Rcwy, CA
8/21	Sears Point Int'l Rcwy, CA
9/11	Sears Point Int'l Rcwy, CA
10/23	Sears Point Int'l Rcwy, CA

Information: (415) 686-6209

RIDERS' SCHOOLS

AMA/CCS Riders' Schools

4/15	Roebling Road, GA
4/15	Blackhawk Farms, IL
5/20	Blackhawk Farms, IL
5/27	Roebling Road, GA
7/9	Blackhawk Farms, IL
7/30	Blackhawk Farms, IL
8/27	Blackhawk Farms, IL
9/3	Roebling Road, GA
9/10	Blackhawk Farms, IL
10/15	Blackhawk Farms, IL

Information: (704) 684-4297

California Superbike Schools

2/5	Willow Springs Int'l Rcwy, CA	Reg
3/8-9	Willow Springs Int'l Rcwy, CA	2-Day
3/18	Willow Springs Int'l Rcwy, CA	Adv
4/11	Laguna Seca, CA	Reg
4/12	Laguna Seca, CA	Reg
4/13	Laguna Seca, CA	Adv
5/6	Willow Springs Int'l Rcwy, CA	Reg
5/30	Willow Springs Int'l Rcwy, CA	Reg-Adv
6/6	Watkins Glen, NY	Reg
6/7	Watkins Glen, NY	Reg
6/8	Watkins Glen, NY	Adv
6/13	Watkins Glen, NY	Reg
6/20	Loudon, NH	Reg
6/21	Loudon, NH	Reg
6/22	Loudon, NH	Adv
6/27	Road America, WI	Reg
6/28	Road America, WI	Reg
6/29	Road America, WI	Adv
7/11	Laguna Seca, CA	Reg
7/12	Laguna Seca, CA	Reg
7/13	Laguna Seca, CA	Adv
8/1	Brainerd Int'l Rcwy, MN	Reg
8/8	Mid-Ohio Spts Car Crse, OH	Reg
8/9	Mid-Ohio Spts Car Crse, OH	Reg
8/10	Mid-Ohio Spts Car Crse, OH	Adv
8/13	Moroso Motorsports Pk, FL	Reg
8/14	Moroso Motorsports Pk, FL	Adv
9/5	Sears Point Int'l Rcwy, CA	Reg
9/9	Willow Springs Int'l Rcwy, CA	Reg
9/30	Willow Springs Int'l Rcwy, CA	Reg
11/4	Willow Springs Int'l Rcwy, CA	Reg
11/13	Sears Point Int'l Rcwy, CA	Reg
12/2	Willow Springs Int'l Rcwy, CA	Reg

Information: (213) 484-9323

CLASS Schools

4/22	Willow Springs Int'l Rcwy, CA
4/25	Willow Springs Int'l Rcwy, CA
5/23	Willow Springs Int'l Rcwy, CA
7/16-17	Roebling Road, GA
7/23-24	Grattan Raceway, MI
9/16	Portland Int'l Rcwy, OR
9/19	Portland Int'l Rcwy, OR
10/14	Willow Springs Int'l Rcwy, CA
10/17	Willow Springs Int'l Rcwy, CA
10/24	Willow Springs Int'l Rcwy, CA
10/28	Willow Springs Int'l Rcwy, CA

Information: (805) 644-7159

WERA Riders' Schools

2/7	Roebling Road Raceway, GA
2/20	Willow Springs Int'l Raceway, CA
2/27	Talladega Gran Prix Raceway, AL
3/5	Oak Hill Raceway, TX
4/9	Indianapolis Raceway Park, IN
4/16	Summit Point Raceway, WV
4/23	Road Atlanta, GA
4/23	Grattan Raceway, MI
4/24	St. Louis Int'l Raceway, IL
4/30	Oak Hill Raceway, TX
4/30	Nelson Ledges Road Course, OH
5/7	Milwaukee Fairgrnds State Pk, WI
5/14	Talladega Gran Prix Rcwy, AL
6/11	Oak Hill Raceway, TX
6/18	Talladega Gran Prix Rcwy, AL
6/18	Grattan Raceway, MI
7/2	Willow Springs Int'l Rcwy, CA
7/23	Summit Point Raceway, WV
7/30	Roebling Road Raceway, GA
8/27	Grattan Raceway, MI
8/27	Oak Hill Raceway, TX
9/10	Talladega Gran Prix Raceway, IL
9/18	St. Louis Int'l Raceway, IL
10/15	Oak Hill Raceway, TX

Information: (803) 681-9372

Wes Cooley Riders Association Racing School and Practice

2/1	Willow Springs Int'l Rcwy, CA
2/22	Willow Springs Int'l Rcwy, CA
3/4	Willow Springs Int'l Rcwy, CA
3/21	Willow Springs Int'l Rcwy, CA
4/18	Willow Springs Int'l Rcwy, CA
5/9	Willow Springs Int'l Rcwy, CA
6/6	Willow Springs Int'l Rcwy, CA
6/20	Willow Springs Int'l Rcwy, CA
7/18	Willow Springs Int'l Rcwy, CA
9/19	Willow Springs Int'l Rcwy, CA
10/3	Willow Springs Int'l Rcwy, CA
10/31	Willow Springs Int'l Rcwy, CA
11/11	Willow Springs Int'l Rcwy, CA
11/28	Willow Springs Int'l Rcwy, CA
12/5	Willow Springs Int'l Rcwy, CA

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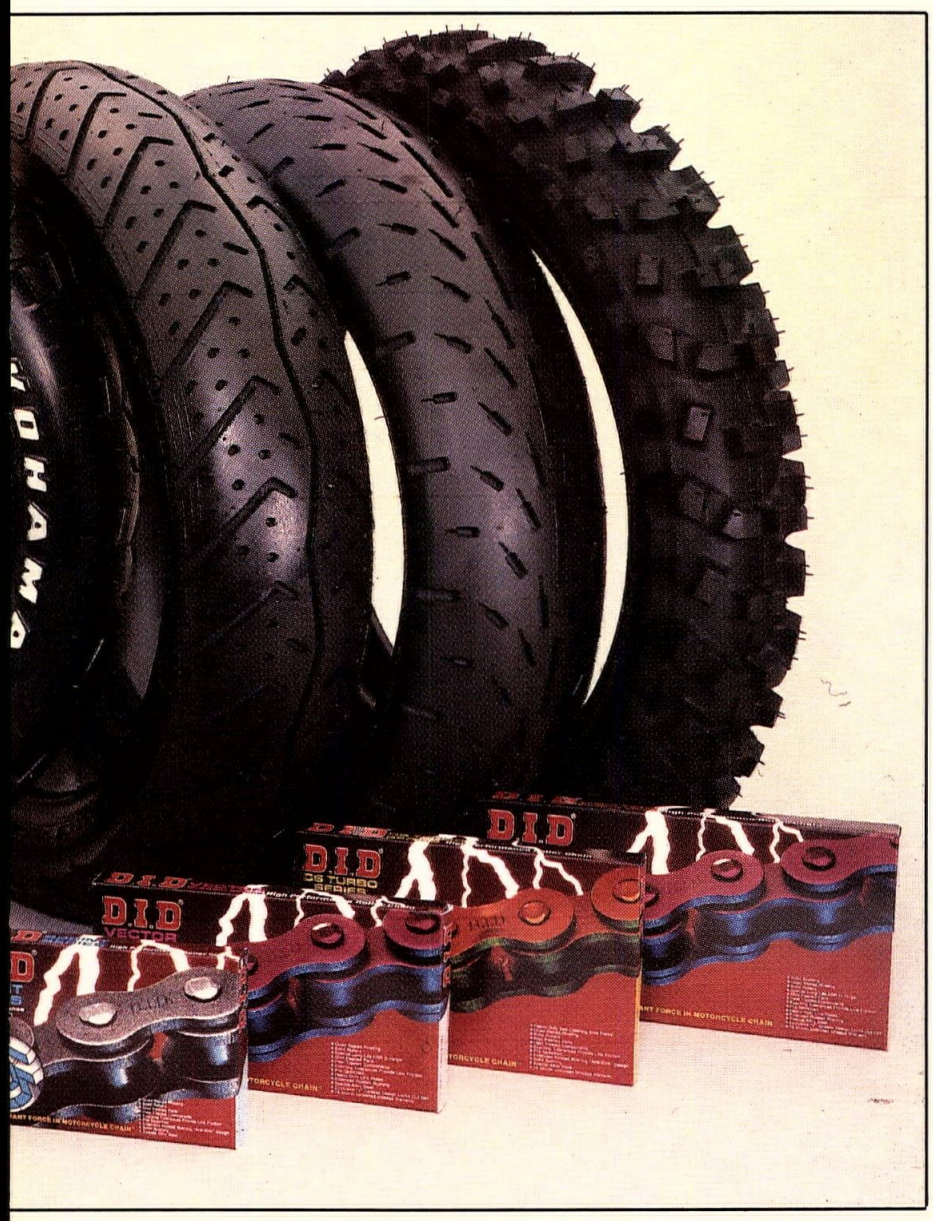

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World Championship Road Race Series

3/6	Gaiania, Brazil
3/13	Buenos Aires, Argentina
3/27	Suzuka, Japan
4/10	Laguna Seca, California
4/24	Jarama, Spain
5/1	Estoril, Portugal
5/22	Imola, Italy
5/29	Nurburgring, West Germany
6/12	Salzburgring, Austria
6/25	Assen, Holland
7/3	Spa, Belgium
7/17	Rijeka, Yugoslavia
7/24	Paul Ricard, France
8/7	Donington Park, England
8/14	Anderstorp, Sweden
8/28	Brno, Czechoslovakia

World Championship Endurance Road Race Series

4/2-3	LeMans, France
5/29	Donington Park, England
7/2-3	Osterreichring, Austria
7/31	Suzuka, Japan
8/13-14	Spa, Belgium
9/11	Jerez, Spain

World Championship TT Formula Road Race Series

5/15	Sugo, Japan
6/4	Isle of Man
6/23	Assen, Holland
7/3	Vila Real, Portugal
7/10	Misano, Italy
7/17	Kouvala, Finland
7/30	Ulster, N. Ireland
9/4	Pergusa, Italy
9/25	Donington Park, England

World Championship Superbike Road Race Series

4/3	Donington Park, England
4/10	Misano, Italy
4/30	Hugaroring, Hungary
5/8	Hockenheim, W. Germany
7/2-3	Osterreichring, Austria
8/28	Sugo, Japan
9/4	LeMans, France
9/11	Estoril, Portugal
9/25	Calder, Australia
10/2	Manfield, New Zealand

WERA Sprint Races

2/7	Roebling Road Raceway, GA
2/20-21	Monterrey Speedome, Mexico
2/20-21	Willow Springs Int'l Rcwy, CA
2/27-28	Talladega Gran Prix Rcwy, AL
3/12-13	Talladega Gran Prix Rcwy, AL
3/19-20	Oak Hill Raceway, TX
4/2-3	Texas World Speedway, TX
4/9-10	Talladega Gran Prix Rcwy, AL
4/9-10	Indianapolis Raceway Pk, IN
4/16-17	Willow Springs Int'l Rcwy, CA
4/16-17	Summit Point Raceway, WX
4/23-24	Grattan Raceway, MI
4/23-24	Oak Hill Raceway, TX
4/23-24	Road Atlanta, GA
4/24	St. Louis Int'l Rcwy, IL
4/30-5/1	Roebling Road Raceway, GA
4/30-5/1	Nelson Ledges Road Course, OH
5/7-8	Milwaukee, WI
5/14-15	Talladega Gran Prix Raceway
5/14	Portland Int'l Raceway, OR
5/14-15	St. Louis Int'l Raceway, IL
5/21-22	Grattan Raceway, MI
5/21-22	Hallett MRC, OK
5/21-22	Texas World Speedway, TX
5/28-29	North Carolina Motor Spdwy, NC
6/4-5	Summit Point Raceway, WV
6/11-12	Oak Hill Raceway, TX
6/11	Shannonville Mtrsport Pk, Canada
6/18-19	Willow Springs Int'l Rcwy, CA
6/18-19	Talladega Gran Prix Raceway, AL
6/18-19	Grattan Raceway, MI
6/24-26	Pocono Int'l Rcwy, PA
7/2-3	Grattan Raceway, MI
7/2-3	Willow Springs Int'l Rcwy, CA
7/9-10	North Carolina Motor Spdwy, NC
7/9-10	Texas World Speedway, TX
7/9-10	Milwaukee, WI
7/16-17	St. Louis Int'l Raceway, IL
7/23-24	Summit Point Raceway, WV
7/30-31	Roebling Road Raceway, GA
7/30-31	Nelson Ledges Road Course, OH
8/6-7	Pocono Int'l Raceway, PA
8/6-7	Willow Springs Int'l Rcwy, CA
8/7	Austin Aquafest, TX
8/13-14	St. Louis Int'l Raceway, IL
8/20-21	Talladega Gran Prix Raceway, IL
8/20-21	Summit Point Raceway, WV
8/27-28	Grattan Raceway, MI
8/27-28	Oak Hill Raceway, TX
9/3-4	Nelson Ledges Road Course, OH
9/3-4	Memphis Motorsport Park, TN
9/10-11	Talladega Gran Prix Raceway, AL
9/18	St. Louis Int'l Raceway, IL
9/24-25	Grattan Raceway, MI
9/24-25	Texas World Speedway, TX
10/1-2	Roebling Road Raceway, GA
10/8-9	Indianapolis Raceway Park, IN
10/15-16	Summit Point Raceway, WV
10/15-16	Oak Hill Raceway, TX
11/3-6 GNF	Road Atlanta, GA
11/19-20	Willow Springs Int'l Rcwy, CA
12/3-4	Willow Springs Int'l Rcwy, CA

Information: (803) 681-9372

WERA National Endurance Series

3/12	Talladega Gran Prix Rcwy, AL
4/16	Willow Springs Int'l Raceway, CA
4/31	Roebling Road Raceway, GA
5/14	Portland Int'l Raceway, OR
5/28	North Carolina Motor Spdwy, NC
6/11	Shannonville Mtrsprt Pk., Canada
7/2	Grattan Raceway, MI
7/16	St. Louis Int'l Raceway, IL
7/30-31	Nelson Ledges Road Course, OH
8/6	Pocono Int'l Raceway, PA
9/3	Memphis Motorsport Park, TN
9/17-18	Willow Springs Int'l Raceway, CA
9/24	Texas World Speedway, TX
10/8	Indianapolis Raceway Park, IN
10/15	Summit Point Raceway, WV
11/5	Road Atlanta, GA

Information: (803) 681-9372

WERA Western Endurance Championship

4/16	Willow Springs Int'l Rcwy, CA
5/14	Portland Int'l Raceway, OR
6/12	Seattle Int'l Raceway, WA
9/17-18	Willow Springs Int'l Raceway, CA

Information: (803) 681-9372

Suzuki National Cup

2/27-28	Daytona Int'l Spdwy, FL
3/4&6	Daytona Int'l Spdwy, FL
3/26-27	Sears Point Int'l Rcwy, CA
3/26-27	Road Atlanta, GA
4/2-3	Riverside Raceway, CA
4/9-10	Indianapolis Rcwy Pk, IN
4/9-10	Talladega Gran Prix Rcwy, AL
4/9-10	Texas World Speedway, TX
4/16-17	Willow Springs, CA
4/16-17	Portland Int'l Rcwy, OR
4/16-17	Blackhawk Farms, IL
4/16-17	Bryar Motorsport Pk, NH
4/17	Sears Point Int'l Rcwy, CA
4/30-5/1	Roebling Road, GA
4/30-5/1	Nelson Ledges, OH
4/30-5/1	Seattle Int'l Rcwy, WA
4/30-5/1	Road America, WI
4/30-5/1	Bryar Motorsports Pk, NH
5/1	Pueblo Int'l Rcwy, CO
5/7-8	Brainerd Int'l Rcwy, MN
5/14-15	Talladega Gran Prix Rcwy, AL
5/14-15	Portland Int'l Rcwy, OR
5/14-15	Road Atlanta, GA
5/15	Firebird Raceway, AZ
5/15	Second Creek Rcwy, CO
5/21-22	Texas World Speedway, TX
5/21-22	Sears Point Int'l Rcwy, CA
5/28-29	North Carolina Motor Spdwy, NC
5/28-29	Firebird Raceway, AZ
6/4-5	Alabama Motor Spdwy, AL
6/5	Woody Creek Raceway, CO
6/11-12	Oak Hill Raceway, TX
6/11-12	Bryar Motorsport Pk, NH
6/18-19	Bryar Motorsport Pk, NH
6/18-19	Willow Springs Int'l Rcwy, CA
6/19	Sears Point Int'l Rcwy, CA
6/19	Second Creek Rcwy, CO
6/25-26	Road America, WI
6/25-26	Pocono Int'l Rcwy, PA
6/25-26	Riverside Rcwy, CA
7/2-4	Willow Springs Int'l Rcwy, CA
7/2-4	Bryar Motorsports PK, NH
7/8-10	Laguna Seca Raceway, CA
7/9-10	North Carolina Motor Spdwy, NC
7/16-17	St. Louis Int'l Rcwy, IL
7/16-17	Grattan Raceway, MI
7/17	Seattle Int'l Rcwy, WA
7/17	Moroso Raceway Pk, FL
7/23-24	Portland Int'l Rcwy, OR
7/23-24	Willow Springs Int'l Rcwy, CA
7/30-31	Brainerd Int'l Rcwy, MN
7/31	Second Creek Rcwy, CO
8/5-7	Mid Ohio Sports Car Course, OH
8/13-14	Road Atlanta, GA
8/14	Woody Creek Rcwy, CO
8/20-21	Summit Point Rcwy, WV
8/20-21	Bryar Motorsport Pk, NH
8/21	Sears Point Int'l Rcwy, CA
8/27-28	Oak Hill Raceway, TX
8/27-28	Blackhawk Farms, IL
9/3-4	Memphis Motorsports Pk, TN
9/3-5	Bryar Motorsports Pk, NH
9/10-11	Blackhawk Farms, IL
9/10-11	Alabama Motor Speedway, AL
9/11	Sears Point Int'l Rcwy, CA
9/11	Firebird Raceway, AZ
9/11	Seattle Int'l Raceway, WA
9/12	Steamboat Springs, CO
9/17-18	Summit Point Rcwy, WV
9/24-25	Portland Int'l Rcwy, OR
9/24-25	Texas World Raceway, TX
9/25	Moroso Motorsports Park, FL
9/30-10/2	Sears Point Int'l Rcwy, CA
10/1-2	Bryar Motorsport Pk, NH

WSMA Formula USA C'ship Series

2/6-7	Willow Springs, CA
3/19-20	Willow Springs, CA
4/2-3	Willow Springs, CA
5/14-15	Willow Springs, CA
6/4-5	Willow Springs, CA
9/10-11	Willow Springs, CA
10/1-2	Willow Springs, CA
11/5-6	Willow Springs, CA

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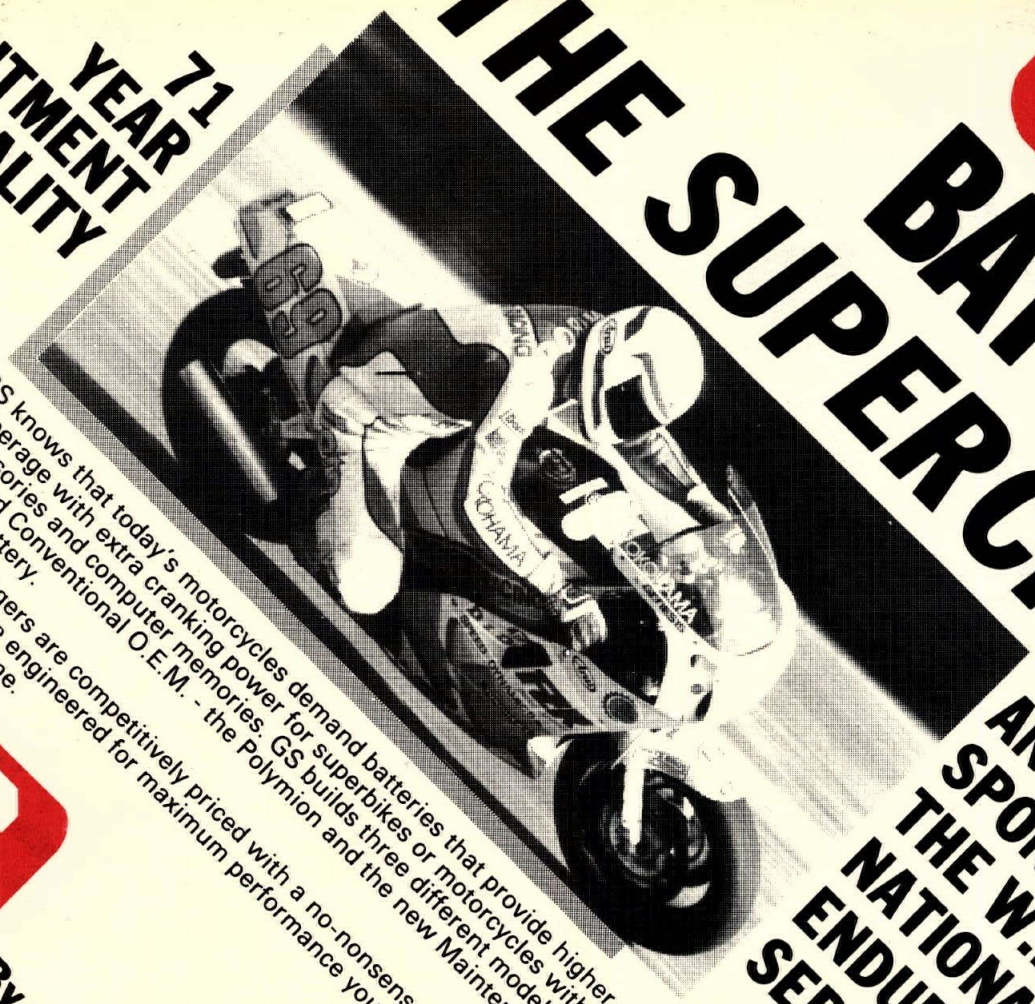

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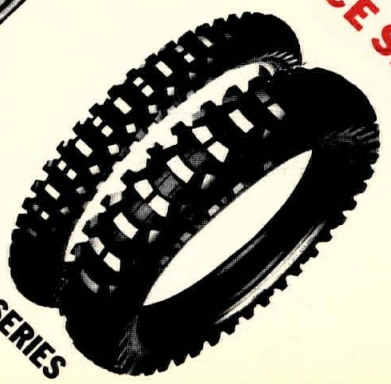

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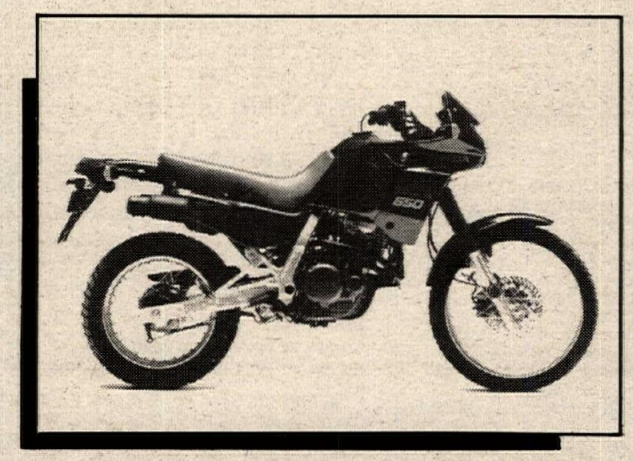

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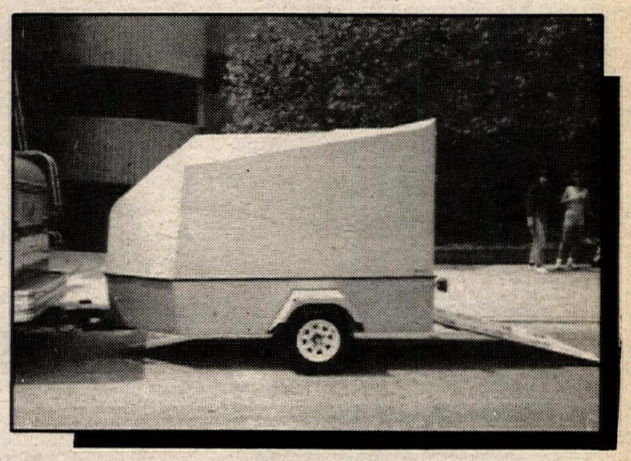

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CYCLE NEWS

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CYCLE NEWS 1964 25 YEARS 1988

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Rules and Regulations: Transportation to and from Daytona, along with transportation of grand prize is the responsibility of the winner. One motel room per winner, accommodations start Wednesday, March 2, 1988 - check out Sunday March 6, 1988. Tickets provided by Daytona International Speedway includes paddock passes for two per winner for races at the Speedway from Wednesday March 2, through Sunday March 6 and dirt track races Wednesday through Friday night at Daytona's Memorial Stadium. One helmet per winner provided by Arai Helmets. LTD. Chariot Trailer provided by Chariot Manufacturing and NX 650 Honda by American Honda. YOU MUST BE ABLE TO ATTEND SATURDAY MARCH 5, IN ORDER TO BE ELIGIBLE TO WIN THE GRAND PRIZE. No purchase necessary. Fill out the official entry form (or a 3 x 5 facsimile) including your name, address, city, state, zip code and phone number. Mail your entry, one per person please, to Cycle News by February 22, 1988. Drawing for 5 race tickets accommodations and helmet winners will be held on February 23, 1988. The Grand Prize drawing will be held March 5, 1988.

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PHOTO BY HURLEY SHORT

Brad Proctor (48) leads Jimmy Johnson (243), Kevin Bowles (177) and Layton Gwinn (7) at Montrose SEMX.

Howerton takes Zars Ranch Hare Scramble

By Tom Tysl

SAN ANTONIO, TX, JAN. 31

Kent Howerton won the Pro class at the first event in the South Texas Hare Scramble Series held at Zars Ranch. The Dirt Biker's Club of San Antonio laid out a seven-and-a-half mile course taking in the hard packed clay hills along the San Antonio River connected by tight woods trails to a sandy motocross section.

The Pro class blasted off the line first with Steve Cardwell taking the holeshot with Howerton at his left shoulder through the high speed sand whoops and into the woods. At the end of lap one Howerton motored through the scoring area with brothers Mike and Andy Bradshaw over 30 seconds back while Pete Sullivan trailed in fourth. Cardwell had hit the ground on the first lap, broke control levers and never came around. Howerton pulled out a three-minute lead by lap three and put the Honda on cruise. The Bradshaw brothers, Doug Paley and Sullivan rounded out the top five.

"It was a fun track. A little tight in some areas, but fun. I never managed to memorize it all, it kept you thinking," said Howerton sporting a jersey with holes ripped in both arms.

Mike Maloney led the charge of Experts into the sand of the first turn. When the dust cleared, Maloney was still in turn one looking for his bike as the rest of the field motored away. Sam Walkup had a slim lead on Jamie Garner and Tim Arden at the completion of lap one, with Steve Sheffield 10 seconds back followed by Maloney and Marcus Pepper. Garner, working hard in the tight woods, pushed past Walkup to lead by one second at the end of lap two, with Sheffield following close behind in third, relegating Arden to fourth. Sheffield crossed the line first to begin the fourth lap followed by Maloney, Walkup and Garner with only seconds separating the entire group.

At the halfway mark, Sheffield still led followed by Maloney, Walkup and Arden. Garner slipped to sixth and eventually out of the race. Garner stated later, "I kicked a stump on lap four and lost the lead group, but until then we had a real dogfight goin' on."

The dogfight continued with Maloney leading the fifth lap and Sheffield occupying the top slot on laps six and seven. Mechanical gremlins robbed Sheffield of the win by stopping his Kawasaki on the last lap and setting the finishing order with Maloney first, Arden second and Sam Walkup third.

Results

PRO: 1. Kent Howerton (Hon); 2. Mike Bradshaw Jr. (Hon); 3. Andy Bradshaw (Hon).
EX: 1. Mike Maloney (Hon); 2. Tim Arden (Hon); 3. Sam Walkup (Kaw).
OPEN: 1. Tony Humphress (Yam); 2. James Leafmonth (Hon); 3. Chris Thomas (Hon).
250cc: 1. Cliff Goertz (Hon); 2. Steve Herrera (Kaw); 3. Glen Outon (Hon).
200: 1. Rick Miller (Kaw); 2. Ted Chamberlin (Hon); 3. Jeff Hendricks (Kaw).
125: 1. Donny O'Neal (Suz); 2. Mike Harmon (Hon); 3. Eric Welland (Yam).
OVER 30: 1. Arnold Bragewitz (C-A); 2. Dale McCullough (Kaw); 3. Bob Lewallen (Hon).
OVER 40: 1. Mike Bradshaw (Hon); 2. Darrell Cimbanin (KTM); 3. Will Hendrix (Yam).
BEG: 1. John Wilke (Yam); 2. Richard Clark (Hon); 3. Frank Vealiiti (Hon).
WMN: 1. Barb Russell (Suz); 2. Liz Lundell (Suz).
80: 1. Daniel Trott (Kaw); 2. Mike Moses (Yam); 3. Scott Ryan (Kaw).
60: 1. Jason Moses (Kaw); 2. Brian Canion (Kaw).
50: 1. Lance Smith (Suz); 2. Brian Johnson (Yam); 3. Waylon McCullough (Suz).

Coleman dominates Montrose MX

By Hurley Short

RAEFORD, NC, FEB. 7

Rusty Coleman dominated the Mini ranks at Montrose SEMX, easily winning all motos in the Senior Mini and Super Mini classes.

Coleman, on a Yamaha, blasted off the line and took the holeshot in both motos of the Senior Mini class, and he out-classed the field. Patrick Slate, on a Yamaha, overtook Honda-mounted David Cantrell and hung on briefly for second spot, only to experience problems and drop back in the field. Cantrell and Wes Cane, on a Suzuki, collided in the loop and Cane took off, leaving Cantrell. Cantrell recovered and finished second overall and Cane took third overall.

In the Super Mini class Coleman dominated both motos as he had done in the Senior Mini race. There was no contest with the rest of the field as Coleman won his flight wings with his performance off the front jump.

Chad Lough, on a Suzuki out of Virginia, grabbed the holeshot in both motos of the 125cc Amateur class. Lough was dominant through both runs while there was a lot of position changes back in the pack. Lough was triumphant for the overall with Lonnie Taylor finishing second, Brad Proctor third and Tony Camaioni out of Pennsylvania on a Suzuki fourth.

Proctor, on a Yamaha sponsored by Yamaha of Lumberton, captured the holeshot for both runs of the 250cc Amateur class and came home the overall winner. Jimmy Johnson, aboard a Honda, was second in both motos and finished second overall, with Lough third and Vern Zweisel taking fourth.

Results

P/W: 1. Jeff Donaldson (Kaw); 2. Kevin Bean (Kaw); 3. Brent Lough (Kaw0; 4. Willie Zimmerman (Kaw).
JR MINI: 1. Danny Rich (Kaw); 2. Jason Baldwin (Yam); 3. Brent Lough (Suz); 4. Bobby Honeycutt (Kaw).
SR MINI: 1. Rusty Coleman (Yam); 2. David Cantrell (Hon); 3. Wes Cane (Suz); 4. Dale Hill (Yam).
S/MINI: 1. Rusty Coleman (Yam); 2. Jason Baldwin (Yam); 3. Chris Sellers (Kaw).
125 AM: 1. Chad Lough (Suz); 2. Lonnie Taylor (Yam); 3. Brad Proctor (Yam); 4. Tony Camaioni (Suz).
NOV: 1. Brian Bradner (Yam); 2. Douglas McCumbo (Hon); 3. Brandon Williams (Kaw); 4. Lee Martin.
SR: 1. Steve Lewis (Yam); 2. Darrell Bell (Hon); 3. Vicki Reynolds (Yam); 4. Jr. Bryant (Yam).
S/SR: 1. Mike Cotten (Hon); 2. Ed Donaldson (Kaw).
250 AM: 1. Brad Proctor (Yam); 2. Jimmy Johnson (Hon); 3. Chad Lough (Yam); 4. Vern Zweisel (Yam).
OPEN AM: 1. Ricky Gardner (Hon); 2. Craig Walters (Hon); 3. Darrell Bell (Hon); 4. Scott Snellings (Hon).
PRO: 1. Damon Bradshaw (Yam); 2. Kevin Walker (Yam); 3. Vann Gibson (Kaw); 4. Tommy Rios (Yam).

Hart, Graves smoke Albany SX

By Clay Light

ALBANY, OR, FEB. 7

Tony Graves won the combined 250/Open Pro class today at the Albany Supercross during Motocross Northwest sanctioned motocross.

In the first 125cc Pro moto Hart and Graves waged the day's premier battle. Graves got the edge late in the moto when Hart crashed, beating Kawasaki rider Gary Beyer, Darren Rogers and Dana Anderson.

PHOTO BY CLAY LIGHT

Grayson Hart won the 125cc Pro class at the Albany SX.

Hart took control of the second moto, leading from the drop of the gate. Graves was buried in mid-pack, but carved from seventh to third after three laps. This set up a sensational battle between Beyer and Graves for third, which was being controlled by Beyer. Kenny Olsen ran second to Hart, well ahead of the Graves/Beyer clash. Graves rallied to pass both Beyer and Olsen and set his sights on leader Hart, but with two laps to go Graves' fine ride came to an end when his rear shock broke. This allowed Hart to take the overall win via 5-1 rides. Olsen, who DNF moto one was out of the overall picture, giving Beyer runner-up honors after 2-4 postings. Rounding out the top five were Anderson, Rogers and Graves.

Graves came back three motos later to lead the combined 250/Open Pro class. Graves had to fend off an incredible three-way battle between Beyer, Hart and Doug Lange, who was making his local debut. Lange and Hart had a brutal battle waging until Lange's chain derailed. Graves took the win with Beyer taking second ahead of Hart, Don Bisceglia and Open winner Mark Mathieson.

Graves took advantage of his mud riding experience to lead the pack in moto two after a thundershower dumped an incredible amount of rain on what once was a good track. Graved devoured the competition and won the moto and overall while Hart's 3-2 tallies were good for second pay. Beyer and Bisceglia followed in the overalls. Lange beat Mathieson in moto two, but a moto one DNF gave Mathieson the Open win.

Team Green's Jeff Daily made a killing in the 125cc Intermediate class with his double moto demolition over Adam West, Lance Rudge, Ernie Roberts and Jeremy Skokan.

Jeff Payne prevailed in the 21-rider 125cc Junior class by virtue of a 1-1 sweep. Richard Browning took second to Payne in the first moto, but couldn't do better than sixth the second time out which placed Dan Kenyon second overall after 4-2 tallies. Following the duo in the top five were Rob Bross, Browning, and Joe Rushing.

Kawasaki jockey Richard Postma's 2-1 rides topped the 125cc Beginner class. Yamaha rider Todd Gillett won the first moto but couldn't find a way around Postma

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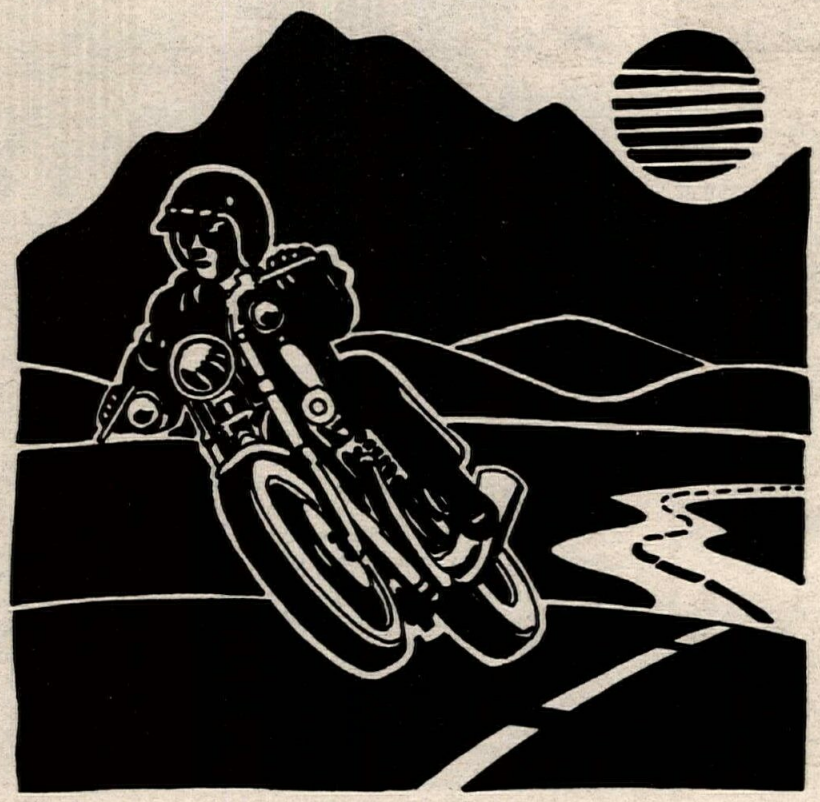

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PHOTO BY TERRY REZEK

Brian Hill (440) leads 250cc Beginner winner Dean Jennings at the CRC Grand Prix at Los Angeles County Raceway.

in the second moto and took second overall. Roman Bross took a pair of thirds for third overall.

Carlson tops Experts at Firebird MX

By Michael Ross

CHANDLER, AZ, JAN. 31

Casa Grande Kawasaki-sponsored Billy Carlson took decisive double moto wins in the 125cc Expert class during Expert Sweepstakes at Firebird Raceway. Carlson took both moto holeshots and led every lap on his way to victory, leaving Dennis Hilgendorf and Brent Wineland to fight it out between themselves for second place.

In moto one Carlson holeshot and left, stretching his lead to 11 seconds at the end of the eight-lap moto. Hilgendorf pulled ahead of Wineland in the race to the first turn as Wineland fought to control a wheelstand. Wineland was all over Hilgendorf's Suzuki, finally getting by on lap seven. From there Wineland opened up a lead that brought him second at the flag.

Moto two was a replay of the first moto. Carlson got the start and immediately opened up a lead that would stretch to nine seconds at the checkers. Hilgendorf and Wineland kept fans interested as they battled away. Wineland took second on lap four as Hilgendorf faded. They finished in that order.

The best racing of the day featured the 80cc Amateur class. David Pingree, Billy Demastry, Pat McMullen and Steve Andrich put on an exciting race every time they met. The 80cc Amateur Stock race saw the first moto go to McMullen. McMullen, racing in second place after Pingree, took off and opened up a five bike length lead and took advantage of a slower rider holding up Pingree to snatch victory away on the last turn of the last lap.

Moto two went to Demastry. The PJ-1-sponsored Honda rider holeshot the start ahead of Pingree and McMullen and opened up a slight lead as Andrich put on a charge that carried him from fourth past McMullen on lap three. McMullen fought back and retook third, closing in on Pingree in the process. With one lap to go, a blanket could cover the four riders but Demastry took the checkers first with Pingree getting second. Andrich crossed the finish line in third ahead of McMullen. Pingree scored the overall with two seconds while Demastry's 4-1 finish took second overall.

Demastry, Pingree and Andrich met again in the 80cc Modified class. Pingree took the holeshot with Andrich right on his rear fender as they pulled away from Demastry. Andrich jumped over Pingree to take first on lap four of the five lap moto, the two swapped positions several times during the final lap with Andrich taking the win.

The second moto saw Demastry gate first and lead Pingree to turn one. Demastry rode hard and never made any mistakes for the win and the overall. Pingree picked up second for second overall. Andrich took third for third overall.

Results

P/W: 1. Nick Beaver (Yam).
JR CYC: 1. Jason Matthews (Kaw); 2. B.J. Parrish (Hon); 3. Justin Cracky (Kaw).
80 BEG: 1. Justin McMurrich (Kaw); 2. Ted Campbell (Hon); 3. Eric Anderson (Yam).
80 NOV: 1. Troy Bevins (Kaw); 2. Steve Shackell (Suz); 3. J.W. Wright (Suz).
80 AM: 1. David Pingree (Kaw); 2. Billy Demastry (Hon); 3. Pat McMullen (Kaw).
80 MOD: 1. Billy Demastry; 2. David Pingree (Kaw); 3. Steve Andrich (Kaw).
125 BEG: 1. Darren Ecker (Hon); 2. Judd Denney (Hon); 3. Gary Owens (Hon).
125 NOV: 1. Shawn Cisco (Yam); 2. Earl Goudreau (Hon); 3. Alan Holcomb (Hon).
125 NOV MOD: 1. Shawn Cisco (Yam); 2. Earl Goudreau (Hon).
125 AM: 1. Scott Connelly (Kaw); 2. Kris Tower (Yam); 3. Mark Branoon (Hon).
125 MOD: 1. Scott Connelly (Kaw).
125 EX: 1. Billy Carlson (Kaw); 2. Brent Wineland (Hon); 3. Dennis Hilgendorf (Suz).
250 BEG: 1. Rick Voska (Kaw); 2. Carter Alamada (Kaw); 3. Ken Beaver (Kaw).
250 NOV: 1. Tim Barker; 2. Alvin Yellowhair (Hon); 3. Bill Meyer (Hon).
250 AM: 1. Byron Hayes (Yam); 2. Rick Noyes; 3. Marvin chapman (Hon).
250 EX: 1. Billy Carlson (Kaw).
OPEN SPTMN: 1. Jim Hale (Suz); 2. Dave Miller (Hon); 3. Ray Moore (Hon).

Dugan claims Glen Helen GP win

By Sue Senn

SAN BERNARDINO, CA, JAN. 31

Ron Dugan battled to the win in the Senior class at the SRA New Year's Grand Prix at Glen Helen Raceway.

On the first lap Jim Berry led Dugan, Russ Robertson and Dave Jacobus in a tight little pack. Each looked for an edge to get out front and Dugan found that edge on the third lap. He shot forward with Robertson attaching like a magnet. For the remainder of the eight-lap race the top four diced to the finish where it was Dugan over Robertson, Berry, Jacobus, Steve Bussell and Vern Heth.

In the 81 to 200cc race the first four laps found Brett Duncan and Greg Fountain continually exchanging the lead. On the fifth lap Fountain developed a flat and Duncan moved out to a big lead over John Rudder. Third place was held by Ryan Lamb.

Craig Adams claimed a well earned win in the Vet class when Barry Porter stayed close throughout the race.

Results

0-80: 1. Rodney Johnson (Kaw); 2. Joseph Nevins (Kaw); 3. Brad Chuck (Suz).
81-200: 1. Brett Duncan (Yam); 2. John Rudder (Cag); 3. Ryan Lamb (Hon).
201-250: 1. Todd Campbell (KTM); 2. Greg Fountain (Yam); 3. Jeffrey Haase (Kaw).
251-OPEN: 1. Tony Wanket (Hon); 2. Scot Clifton (Hon); 3. Danny Sanchez (Hon).
VETS: 1. Craig Adams (Hon); 2. Barry Porter (Hon); 3. Danny Sanchez (Hon).
SRS: 1. Ron Dugan (Yam); 2. Russ Robertson (Yam); 3. Jim Berry (Yam).

Jennings jets to LACR GP win

By Terry Rezek

LANCASTER, CA, JAN. 31

Dean Jennings rode to victory in the 250cc Beginner class at the California Racing Club's first Grand Prix of the season at Los Angeles County Raceway.

At the start of the 45-minute race Scott Adams headed the 250s off the line and Jennings was second coming out of turn one. By lap three Jennings had taken the lead and fought off attempts by Adams to regain the lead for the next two laps. Jennings seemed to get stronger as the other riders faded and by the second half of the race held a comfortable lead which he rode into the win.

Charlie von Frankenberg was first at the drop of the flag for the 125cc Beginners, followed by Rich Thomas and Bernie Michael. It took Michael one lap to figure out the lines, then he passed both von Frankenberg and Thomas to lead from the end of lap two to the checkered flag.

Karl Allen read the starter well, had started his bike and was moving before the green flag made three waves at the Novices. He rapidly pulled away to such a commanding lead that a little tumble late in the race didn't even come close to jeopardizing his lead and easy win for first 500cc Novice.

Mike McCarley also led from flag to flag in the 250cc Novice class. McCarley's best racing came as he caught up with two open class bikes which had started 20 seconds ahead of him. After two laps McCarley put the two larger bikes behind him and cruised in for the 250cc Novice win.

Chris Cole led the 125cc Novices off the line with Tony Sulek right behind him. Cole pushed his bike off the track a short time later, as Sulek romped into the lead and soon built up a safe margin, which he held to the finish.

Everret Neal got the holeshot in the 250cc Intermediate race but Todd Broussard passed him almost immediately to lead for the rest of the race and take the trophy. Neal hung onto second and Tony Qualls survived some crashes to pick up third.

Women's Novice winner Kathy Jo Ehrp had such a fantastic start at the beginning of the Women's race that she had to look back in turn one to see if anyone else had started. They had and Ehrp was eventually passed by experts Mindy Smith and Dana Evenson. Smith and Evenson carried their battle to the checkered flag with Smith getting the Expert class win.

Results

80 BEG: 1. Cory Davis (Hon); 2. Scott Johnson; 3. Bob Sage (Yam); 4. Travis Monaco (Yam).
80 NOV: 1. Terry Lee Parsons (Yam); 2. Ryan Von Lossberg; 3. Jack Cox; 4. Nick Mairose (Kaw).
80 INT: 1. Eric Chavira.
WMN NOV: 1. Kathy Jo Ehrp (Hon); 2. Valerie Roberts; 3. Teal Nakayama (Kaw); 4. Michele Dorias (Yam); 5. Janet Matthews.
WMN INT: 1. Lori Hedstrom (Yam).
WMN EX: 1. Mindy Smith (Kaw); 2. Dana Evenson (Yam).
VET BEG: 1. Phil Davy (KTM); 2. Randy Haddock (Hon); 3. Alan Busby (Hon); 4. Jack Roth (Yam); 5. Russell Pursley (Kaw).
VET NOV: 1. Michael Gibson; 2. Bob Arellano; 3. Greb Von Lossberg (Suz); 4. Danny Gonzalez (KTM); 5. Gordon Hechter.
VET INT: 1. Bill Phillips; 2. Charlie Strong; 3. Michael Robinson (Yam); 4. Bob Alvis (Hus).
VET EX: 1. Terry Davis (Kaw); 2. Joe Broussard; 3. Jim Draves (Hon).
SR BEG: 1. Tom Qualls (Hon); 2. Terry Rezek (Suz).
SR NOV: 1. Jim Cooke (Hon); 2. Richard Wilson; 3. Robert Linville (Suz).

SR EX: 1. Al Stinebaugh (Suz); 2. Bob Millner; 3. Ron Cole (Suz); 4. Robert Mennell (Hon); 5. David Neal (Yam).

DINO: 1. Daryl Hambleton (Tri); 2. Bob Reinen.

125 BEG: 1. Bernie Michael (Kaw); 2. Rich Thomas (Kaw); 3. Keith Testerman (Hon); 4. Clint Hamilton (Suz); 5. Robert Menzbuber.

125 NOV: 1. Tony Sulek (Kaw); 2. Derek Meyer; 3. Jon Hughlett.

125 INT: 1. Chris Pacino (Cag); 2. Scott Murphy (Kaw).

250 BEG: 1. Dean Jennings (Kaw); 2. Todd Clark (Kaw); 3. Joe Buckner (Hon); 4. C.R. Brumson; 5. Scott Adams (Hon).

250 NOV: 1. Mike McCarley (Hon); 2. Chuck Bagwell (Hon); 3. Rich Callahan (Suz); 4. Lucky Feinstein (Kaw); 5. Tony Shafer (Suz).

250 INT: 1. Todd Broussard (Yam); 2. Everret Neal (Hon); 3. Tony Qualls (Yam); 4. Troy Welty.

250 PRO: 1. Tim Telford (Hon); 2. Rod Richardson.

500 BEG: 1. Byron Greene; 2. Daniel Guin; 3. Reed A. Kregel (Suz); 4. Danny McKee; 5. Dennis Talavera.

500 NOV: 1. Karl Allen; 2. David Thayer; 3. Greg Robertson (Yam); 4. Barry Logan (Hon); 5. Charlie Strong.

500 INT: 1. Russell Garcia; 2. George Andrews (Hon); 3. Tom Smith (Hon); 4. David Mason (Kaw).

500 PRO: 1. Jim Sendelbach; 2. Brad McLeod (Hon); 3. John Greenway.

Iwanaga masters Monterey ST

By Mike Vancil

MONTEREY, CA, JAN. 30

Paul Iwanaga picked up right where he left off in the 1987 season by claiming another light to flag victory in the 500cc Expert division at the first R & D Enterprise event of 1988 at the Monterey County Fairgrounds.

On the inaugural evening of the R & D season and the first event of a Monterey High Point Series Iwanaga grabbed the lead coming out of turn two and never had to do more than just ride his normal race to get the win in the heat race. Coming second to Iwanaga was Honda-mounted Jimmy Higuera.

In the 12-lap final the race was practically a rerun of the heat race for Iwanaga had the lead by a wheel coming out of turn two and it was again Higuera on to challenge. These two never changed positions but the remainder of the pack was constantly changing. Kevin Crowley rode smoothly to a distant third at the finish.

John Pack won the 500cc Junior and the Junior Open class finals while brother Bob used his trusty Honda to cop the 250cc Novice final.

In the 250cc Novice final the luck disappeared for heat winner Troy Watts as he could not complete the 12 laps and earned a sixth place. Early battles between Mark Bakhit and Michelle DiSalvo settled down to these three pulling away from everyone else. Pack kept the lead for a short while then Bakhit held it for nearly the whole distance. On the last lap Pack got the better drive out of turn four and nipped Bakhit at the line. DiSalvo held off Gregory Enyart to keep third place.

In both the 500cc Junior final and the Open final it was John Pack barely ahead of Anthony Giammanco. Third place in both events was well off the pace of the leaders.●

Results

P/W: 1. Craig Gonzales (Yam); 2. Michael Hannas (Suz); 3. Adam Miller (Yam); 4. Bryon Grier (Yam).

60: 1. Johnny Murphree (Kaw); 2. A.J. Kirkpatrick (Kaw); 3. Matt Willard (Kaw).

80 NOV: 1. Dan Hart (Kaw); 2. Don Hart (Yam); 3. Timmy Alvernaz (Yam).

80 JR: 1. William Luker (Kaw); 2. Matt Willard (Kaw); 3. Johnny Murphree (Kaw).

250 NOV: 1. Bob Pack (Hon); 2. Mark Bakhirt (Hon); 3. Michelle DiSalvo (Yam); 4. Gregory Enyart (Yam); 5. Ricky Baker (Yam).

500 NOV: 1. Dan Feldhaus (Hon); 2. Kevin Gonzales (Hon); 3. Greg Sowle (Yam); 4. John Pierce (Yam); 5. Mark Bakhit (Kaw).

OPEN NOV: 1. Rick Coleman (Yam); 2. Greg Sowle (Yam); 3. Dan Feldhaus (Hon); 4. Bob Meiring (Rtx); 5. Craig Cook (Bul).

500 JR: 1. John Pack (Yam); 2. Anthony Giammanco (Yam); 3. Lonnie Lacy Jr. (Yam); 4. Pat McDaniel (Yam); 5. Perry Lang (Yam).

OPEN JR: 1. John Pack (Yam); 2. Anthony Giammanco (Yam); 3. David Freeze (Yam); 4. Pat McDaniel (Yam); 5. Patrick Vacchieri (Yam).

500 EX: 1. Paul Iwanaga (Hon); 2. Jimmy Higuera (Hon); 3. Kevin Crowley (Yam); 4. Joe Carrera (Suz); 5. Randy Bereman (Rtx).

VET: 1. Lynn George (Hon); 2. Bob Meiring (Rtx); 3. Joe Kamm (Yam).

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(Continued from page 2)

120 solo entries per division, and 100 sidecar entries, will be accepted. Classes include Formula One, Senior, Formula Two, A, B, C and D Production divisions, and two Sidecar classes. In addition, four Classic Races will offer competition in the 250/350cc, 500cc, Unlimited and Sidecar divisions. Action will begin May 30 and conclude June 10. For more information, contact Department of Tourism, 13 Victoria Street, Douglas, Isle of Man, Great Britain; telephone: 0624-74323. For entry in the Classic Races, contact George Goddard, 24 Victoria Road, Castletown, Isle of Man, Great Britain.

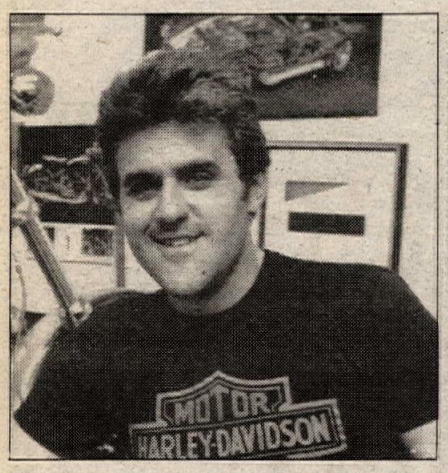

PHOTO BY DEXTER FORD/MOTORCYCLIST

Comedian Jay Leno confirmed that California Assemblyman Richard Floyd (D-Gardena) used vulgar, abusive language when Leno phoned Floyd to protest AB36, Floyd's proposed mandatory helmet law for California, but Leno said he never made any type of threat. "He said I threatened to raise a bunch of money and have him thrown out (of office)," said Leno. "That's not true. All I wanted to do was call and register my opinion. I did not use abusive language; I don't use abusive language in my act. I was polite and courteous. I don't deny saying I would help raise money to defeat this bill, but I didn't threaten him. I was trying to talk to him like a reasonable person. I called three times and apologized each time. I said, 'Look, can we try again? I think we just got started off on the wrong foot.' I never threatened to throw anybody out of office." According to Leno, each time he phoned the assemblyman and tried to engage in "reasonable" conversation on AB36, Floyd would utter several vulgarities and hang up. Leno, who said he is opposed to the bill from a civil liberties viewpoint, will travel to Sacramento soon to lobby against AB36. He will speak with several senators on the California Senate Transportation Committee, which will consider the measure March 1. AB36 was approved by the state assembly last year.

Video excerpts of activity at Keith Code's California Superbike School appeared on the NBC-TV affiliate in Los Angeles last month as a feature of a David Horowitz-hosted Fight Back segment on the evening news program last month. Horowitz was impressed with the fact that the California Superbike School had trained over 16,000 riders and that school director Code had developed the Braking Enhancement Trainer (BET) to help riders learn maximum braking safety. The segment is now slated to air on the national NBC-TV Fight Back program on February 27.

The USDA-Forest Service will hold a public meeting concerning the use of off-road vehicles on the Ironton (Ohio) Unit of the Wayne National Forest. The meeting will take place on Saturday, March 5, at the Collins Center, Ohio University Southern Campus in Ironton. The campus is located just off the Ohio Route 141 exit of U.S. Route 52. The Forest Service's objectives will be to provide information on how ORV use will be managed under the new Wayne National Forest Management Plan and to foster an attitude of understanding and cooperation with the ORV users. Participants in addition to the Forest Service will include representatives from ORV associations and various law enforcement agencies. If there's any concern you wish to see addressed at the meeting, contact District Ranger Lionel A. Lemery, 710 Park Ave., Room 3, Ironton, OH 45638-3223.

Dairyland Insurance Company has received national endorsement from the Gold Wing Road Riders Association (GWRRA). Chuck Westphal, executive director of the GWRRA, said, "Dairyland's longstanding reputation as a leader in the motorcycle insurance industry and their national scope, assures our members of receiving excellent rates and quality service on the coverage they need." Marty Katz, director of motorcycle insurance for Dairyland, said, "We feel the association's members represent the experienced, safe riders Dairyland programs are specifically designed to serve." Dairyland Insurance Company is one of the largest providers of motorcycle insurance in the nation. They are represented in 37 states. Dairyland is a member of the Sentry family of insurance companies and is located in Scottsdale, Arizona.

Friends of Dan Rouit, a former AMA/District 35 amateur and professional dirt track racer from Clovis, California, who became a quadriplegic following a hiking accident nine years ago, are raising money to replace Rouit's wheelchair-accessible van, which was destroyed in an automobile accident last month. Donations may be sent to trustee Kim Kincade, 106 Third, Clovis, CA 93612. For more information, contact Rouit at 209/291-2242.

The California Assembly Transportation Committee voted 10-1 February 10 to approve AB2746, a bill requiring all ATV riders in the state to wear helmets. The measure was introduced by Assemblywoman Doris Allen (R-Garden Grove), who successfully sponsored a 1987 bill which mandates that all children riding ATVs in California must wear helmets, beginning January 1, 1990. Allen's new bill would require all ATV riders to wear helmets, effective January 1, 1989. The measure will be heard next by the Assembly Ways & Means committee, but a hearing has not been scheduled. The lone dissenting vote came from Assemblyman Bill Lancaster (R-Covina). Lancaster also voted against AB36, a proposal to mandate helmet use for motorcyclists who ride on public roadways in California. The Transportation Committee approved AB36 10-4 last April. AB36 subsequently was approved by the full assembly and is now under consideration in the California Senate.

Southern California road racer Richard Moore is the latest rider to join the AMA/Castrol 250cc Grand Prix class wars. Moore recently purchased a 1988 Yamaha TZ250 and will contest the entire series starting with Daytona on March 5. Moore is hoping to ride the bike a few times at Willow Springs in Rosamond, California, before Daytona.

One rider who will be missing from the AMA/Castrol 250cc Grand Prix class in 1988 is Randy Renfrow. Former 250cc champ Renfrow will ride a Vance & Hines Superbike in the AMA Superbike Nationals, and will only ride a 250 in the Grand Prix at Laguna Seca on April 10.

Four-time runner-up in the 500cc World Championship Road Race Series and new Cagiva recruit Randy Mamola has recently signed to use Pirelli tires in the 1988 Grands Prix, according to Pirelli officials. Mamola will be reunited with new Pirelli, and former Dunlop, tire technician Peter Ingley.

Team Kawasaki's Jeff Ward and Ron Lechien used new React, Inc., one-way radio (mechanic to rider) systems at the Seattle (Washington) Supercross, February 13-14. Both riders were able to receive messages from race manager Roy Turner while the race was in progress, but could not talk back. The radios were attached to the back of their helmets. Lechien said after one of his heat race wins that Turner didn't talk too much, but did feed him important information once in a while, usually in easy and quiet sections of the track. Suzuki's Todd DeHoop also has been experimenting with radio communication.

Road racer Scott Russell will be a busy man this season. The 1987 WERA A Production class National Champion from Lake City, Georgia, will contest the AMA Superbike National Championship on a Chris Chandler-sponsored Suzuki GSXR750 prepared and tuned by Woody Kyle and Jon Roberts. Russell will also compete in the AMA 600 and 750cc Supersport Series, the Suzuki National Cup Series and return to the WERA endurance race circuit as team captain for Solmax Racing USA. Russell's Supersport and Suzuki National Cup effort is sponsored by Dunlop, EBC Brakes, Solmax Racing USA, Bruce Hammer/Team Hammer, Shoei Helmets and Bel-Ray.

Team Obsolete's Rob Iannucci has announced that Jeff Elghanayan will not be riding with the team in the AHRMA vintage bike road races at Daytona on February 29. According to Iannucci, Elghanayan, who races under the name Marco Polo, had been a substantial financial sponsor of Team Obsolete, but he has recently indicated his intention to set up his own racing operation for both bikes and cars, possibly under the name Marco Polo Racing. "We wish him every success," said Iannucci. Elghanayan was unavailable for comment. Iannucci also said that he now intends to downscale Team Obsolete to a "size more appropriate to an amateur sport." Dave Roper will be the sole Team Obsolete rider at Daytona and will compete on the ex-Dick Mann BSA Triple and the Isle of Man TT-winning Matchless G-50. Interested sponsors can contact Iannucci at 718/596-0504.

Team Suzuki's Bob Hannah was spectating at the Seattle Supercross doubleheader, and he also made some guest appearances at local Suzuki shops in the Seattle area, prior to the races. Hannah, who is semi-retired from supercross racing, was interviewed in the Kingdome infield by announcer Larry Maiers before Saturday night's race and was asked if he missed racing supercross. His answer was, "No," but Hannah is expected to ride the March 5 Daytona (Florida) Supercross, pending the outcome of a wrist injury suffered at the Florida Winter AMA MX Series in January.

According to Harley-Davidson, three-time Grand National Champion Jay Springsteen will compete in all the AMA Pro Twin road races this season. Springsteen will ride Bill Bartels/Harley-Davidson-sponsored machinery. Springsteen will be joined by Harley's Chris Carr and Gene Church in the Daytona Pro Twin race. Although Harley says, "...the Gene Church/Don Tilley H.O.G. Race Team will take a one-year sabbatical," the Church/Tilley combo will compete at Daytona and "a few other select races." Harley also said that Scott Parker will be aboard a Harley Pro Twins bike at the Loudon, New Hampshire, AMA Camel Pro Series meet. According to an article in Enthusiast, Harley's quarterly publication, the Milwaukee manufacturer has "a comprehensive 1988 racing plan. The priority of the racing department is to develop a new road race motorcycle." The article also says that Harley will be producing new XR-750 dirt track engines "so that privateers will have an opportunity to update their equipment and become more competitive."

One of the annual happenings during Daytona Cycle Week is the Roxy Rockwood Show. This year Roxy will be interviewing racing's stars at the Pagoda Hotel (51 S. Atlantic in Ormond Beach - just north of Daytona Beach) nightly from Tuesday, March 1 through Saturday, March 5.

During a February 23 meeting in Valencia, California, the Los Angeles County Department of Parks and Recreation will accept public comments on a proposed off-highway vehicle project in Santa Clarita Valley's Whitney Canyon, near Newhall. Acquisiton and development of the proposed site will be discussed, but public comment will be limited to three minutes per speaker. The meeting will be held at 6:30 p.m. in the Valencia Library, 23743 West Valencia Blvd. Written comments should be mailed to the Department of Parks and Recreation, attention Dorothea Park, 433 South Vermont Ave., Los Angeles, CA 90020.

Evans tops Clark County ST

By Derryl Anderson

RIDGEFIELD, WA, JAN. 29

Ron Evans came back strong in the main event to claim the win in the Plus 30 class of the short track held at the Clark County Fairgrounds. For the second week in a row the track was wide, smooth and fast.

Dan Bushnell got the lead in the first heat race followed by David Anderson, Evans, Greg Phelps and George Tippitts. On lap three Evans slid past Anderson and Tippitts lost it in turns three and four and retired for the remainder of the race. At the checkered flag it was Bushnell, Evans, Anderson and Phelps.

The second heat race was led from start to finish by Steve Herreid. Behind him initially was Tim Fellows, Tom Stein and Don Fenske. Everyone ran with about a five yard gap between riders. Then with one lap to go Stein passed Fellows. At the finish it was Herreid, Stein, Fellows and Fenske.

In the main event Evans got an excellent holeshot and went the distance without looking back. Behind him off the line was Fellows, Bushnell, Stein, Herreid and the others. Evans was out front with 30 yards on the others. Meanwhile Anderson lost it and was out for the night. All positions remained the same right down to the checkered flag.

In the hotly contested 125cc class heat race Kevin Bass got the lead ahead of Pat Munyon, Ryan Anderson and Tina Palmer. Bass enjoyed a small lead while Anderson pushed Munyon lap after lap with Palmer right behind them. At the finish the order was still the same.

In the main Bass got the holeshot with Anderson right on his tail. Munyon and Palmer were also close behind. Lap after lap Anderson took his Blendzall/Longview Honda-sponsored Honda right to the limit, pushing Bass inside and outside but to no avail. Bass didn't make any mistakes and finally took the checkered flag with Anderson right on his rear wheel. Behind the duo was Munyon and Palmer.

Results

50: 1. Kyle Bartelme; 2. Josh Currey.
60: 1. Josh Welsh; 2. Josh Currey.
80: 1. Ryan Anderson; 2. Jeremiah Porter.
125: 1. Kevin Bass; 2. Ryan Anderson; 3. Pat Munyon.
250 B: 1. Kary Krahel.
250 A: 1. Tye Fountain; 2. Mike Fray; 3. Dan Bushnell.
250 $: 1. Del Schnitzer; 2. Tom Miller.
30+ B: 1. Greg Phelps.
30+ A: 1. Ron Evans; 2. Dan Bushnell; 3. Tim Fellows.
40+ B: 1. Lee Thompson.
40+ A: 1. Ray Carroll; 2. Dan Kirk; 3. Jack McCoy.
OPEN B: 1. Grant Dishon; 2. Kevin Bass.
OPEN A: 1. Tony Thom; 2. Aaron Waggoner; 3. Steve Kendig.
OPEN $: 1. Del Schnitzer.

RESULTS

Motocross
Low Country MX
Hardeeville, SC
Jan. 31

125 C
Phillip Bruggeman Hon
Steve Strope Kaw
Mike Sonnenburg Kaw
125 B
Dale Waters Kaw
Steve Senter Kaw
Gene Wiley Kaw
250 B
Charlie Maines Kaw
Hugh Stouffer Hon
Chris Caldwell Hon
OPEN PRO
Harry Douglas Suz
Ronald Dobbs Hon
Stanley Dobbs Hon

Results should be sent to Results Editor, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498, ASAP after the event. Follow the above style: List type of event, track name, city and state, date of event and your name. List the top five finishers and the brand of bike each rode. Please use a typewriter and double space, or print legibly.

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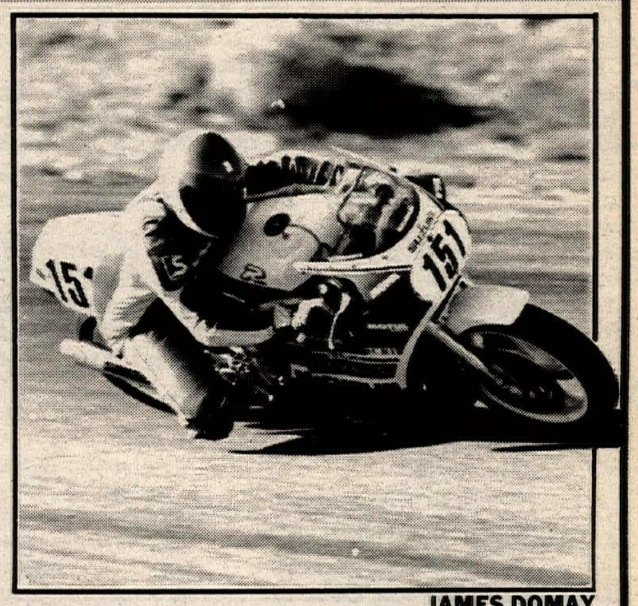

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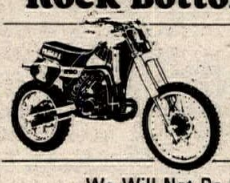

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Ed Applegate

At the age of 16 Ed started working at motorcycle shops, helping friends with their bikes, and doing anything he could to be part of the motorcycle scene. At age 18 he started racing Flat Track at Ascot.

After Ed retired from class C competition events, he continued with AMA sanctioned events, and he participated many week-ends a year in SCORE off-road events.

Ed Applegate died at the age of 44 on January 2, 1988 of a heart attack in Tecate, Mexico. He was stripping ribbon from the Tecate 250 enduro course.

We will all miss our good buddy, friend and riding partner . . .

We Miss You Eddie

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FEBRUARY	MARCH	APRIL	MAY
6 - 7	19 - 20	2 - 3	14 - 15
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4 - 5	10 - 11	1 - 2	5 - 6

What is your problem? Tell it to the editor — write him a letter.

CRC CALIFORNIA RACE SCHEDULE

ATV CLASSES AT ALL EVENTS

Sun. Feb. 21 Supercross
LA County Raceway
Sun. Feb. 28 MX LA County Raceway
Sun. Mar. 6 GP Sunrise Valley
Sun Mar. 13 MX LA County Raceway

** OPEN PRACTICE **
9 am to 2 pm Every Sat — LA County Raceway
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CRC Info 805-272-8889

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calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/27	Japan
4/10	LAGUNA SECA,CA
4/24	Spain
5/1	Portugal
5/22	Italy
5/29	W. Germany
6/12	Austria
6/25	Holland
7/3	Belgium
7/17	Yugoslavia
7/24	France
8/7	England
8/14	Sweden
8/28	Czechoslovakia
9/11	Brazil
9/17	Argentina

World C'ship Endurance Road Race Series

4/2-3	France
5/29	England
7/2-3	Austria
7/31	Japan
8/13-14	Belgium
9/11	Spain

World C'ship TT Formula Road Race Series

5/15	Japan
6/4	Isle of Man
6/23	Holland
7/3	Portugal
7/10	Italy
7/17	Finland
7/30	N. Ireland
9/4	Italy
9/25	England

World C'ship Superbike Road Race Series

4/3	England
4/10	Italay
4/30	Hungary
5/8	W. Germany
7/2-3	Austria
8/28	Japan
9/4	France
9/11	Portugal
9/25	Australia
10/2	New Zealand

World C'ship 125cc MX Series

4/3	Italy
4/10	Belgium
4/17	Holland
5/1	Austria
5/8	Spain
5/15	Portugal
5/29	Czechoslovakia
6/12	W. Germany
6/26	Ireland
7/3	France
8/14	Finland
8/28	Switzerland

World C'ship 250cc MX Series

4/17	France
4/24	Spain
5/1	Italy
5/15	Czechoslovakia
5/29	England
6/5	Belgium
6/19	W. Germany
6/26	Yugoslavia
7/24	UNADILLA, NY
8/7	Venezuela
8/14	Argentina
8/28	Sweden

World C'ship 500cc MX Series

4/17	Austria
4/24	Switzerland
5/8	Sweden
5/15	Finland
6/5	W. Germany
6/12	Italy
6/26	HOLLISTER, CA
7/10	England
7/17	Holland
7/24	San Marino
8/7	Belgium
8/14	Luxembourg

Motocross des Nations

9/11	France

World C'ship Observed Trials Series

3/6	Spain
3/20	England
3/26	Ireland
4/17	Luxemburg
4/24	West Germany
5/29	Austria
6/5	France
6/12	Belgium
7/17	Italy
8/21	Sweden
8/28	Finland
9/11	Poland

International Six-Days Enduro

9/6-12	France

AMA/Camel Pro Series

3/6	Daytona Beach, FL RR
5/15	Atlanta, GA RR
5/22	San Jose, CA M
6/4	Louisville, KY HM
6/19	Loudon, NH RR
6/26	Elkhart Lake, WI RR
7/16	Parkersburg, WV HM
7/24	DuQuoin, IL M
8/7	Lexington, OH RR
8/21	Peoria, IL TT
8/28	Sonoma, CA RR
9/4	Springfield, IL M
9/11	Syracuse, NY M
9/24	Gardena, CA HM
10/1	Sacramento, CA M

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Dirt Track Series

3/5	Daytona Beach, FL ST 600
4/10	Woodstock, GA ST 600
4/16	Sacramento, CA M GNC
4/23	Gardena, CA TT 600
4/30	Phoenix, AZ HM 600
5/7	Gardena, CA HM GNC
5/14	Castle Rock, WA TT 600
5/22	* San Jose, CA M GNC
5/28	Springfield, IL ST 600
5/29	Springfield, IL M GNC/600
6/4	* Louisville, KY HM GNC
6/12	Peoria, IL TT 600
6/24	Hinsdale, IL ST 600
6/25	Lima, OH HM GNC/600
7/3	Middletown, NY HM GNC
7/9	Hagerstown, MD HM GNC/600
7/15	Parkersburg, WV HM 600
7/16	* Parkersburg, WV HM GNC
7/24	* DuQuoin, IL M GNC
8/6	Ashland, OH HM 600
8/12	Sturgis, SD ST 600
8/14	* Peoria, IL TT GNC
8/20	Hamburg, NY HM GNC
8/27	Indianapolis, IN M GNC
8/28	Indianapolis, IN M GNC/600
9/3	Springfield, IL ST 600
9/4	* Springfield, IL M GNC
9/11	* Syracuse, NY M GNC
9/18	Hagerstown, MD HM GNC/600
9/24	* Gardena, CA HM GNC
10/1	* Sacramento, CA M GNC
10/15	Mesquite, TX HM 600

* Indicates Camel Pro Series event
Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/6	Daytona Beach, FL
5/15	Atlanta, GA
6/19	Loudon, NH
6/26	Elkhart Lake, WI
7/10	Monterey, CA
8/7	Lexington, OH
8/28	Sonoma, CA

Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

2/21	New Idria, CA
3/13	Maxeys, GA
4/9	Georgetown, CA
4/24	Twain Hart, CA
5/1	Roselawn, IN
5/29	McArthur, OH
7/17	Del Norte, CO
7/24	Blain, PA
8/21	Moorestown, MI
9/25	Greenwich, RI
10/30	Forest Hill, LA
11/6	Morrison, IL

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

2/28	Plant City, FL
3/27	Hurricane Mills, TN
4/10	Cadiz, KY
4/17	Redding, CA
5/8	TBA
5/15	Bruceton Mills, WV
6/12	Bellevue, ID
7/10	Walden, CO
9/18	Lynville, IN
10/2	Nowata, OK
10/9	Millville, MN
10/16	Hookstown, PA

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

3/20	Searchlite, NV
9/18	Craig, CO
10/9	Reno, NV
10/30	Wickenberg, AZ

Info 614/891-2425

AMA Nat'l Reliability Trials Qualifier Series

5/20-22	Rose City, MI
6/4-7	Idaho City, ID
6/25-26	Yamhill, OR

Additional events to be scheduled
Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

4/16	Pampa, TX
4/17	Pampa, TX
4/23	Albuquerque, NM
4/24	Westminster, CO
5/28	Winchester, TN
5/30	Winchester, TN
7/2	Spokane, WA
7/4	Portland, OR

Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

2/28	Gainesville, FL
3/13	Anderson, SC
3/27	Sacramento, CA
5/1	Axton, VA
5/22	Southwick, MA
5/29	Mt. Morris, PA

Tentative
Info 614/891-2425

AMA 125/500cc Nat'l C'ship MX Series

6/5	San Antonio, TX
7/3	Buchanan, MI
7/10	Binghampton, NY
7/31	Troy, OH
8/14	Millville, MN
8/28	Washougal, WA

Tentative
Info 614/891-2425

AMA C'ship Supercross Series

3/5	Daytona, FL
4/9-10	Pontiac, MI
4/16	Dallas, TX
4/23	Tampa, FL
5/14	E. Rutherford, NJ

Info 614/891-2425

AMA/Wiseco/Suzuki Grand Nat'l Cross Country Series

3/6	Sanford, NC
3/27	Nashville, TN
4/17	Brownsville, PA
5/1	Tarentum, PA
5/15	Beckley, WV
6/19	Davis, WV
9/11	Marietta, OH
10/2	Mt. Morris, PA
10/16	Hookstown, PA
10/30	Tarentum, PA

Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge

2/28	Daytona Beach, FL
5/14	Braselton, GA
6/16	Loudon, NH
6/25	Elkhart Lake, WI
8/6	Lexington, OH
9/10	Talladega, AL
10/1	Sonoma, CA
10/29	Daytona Beach, FL

Info 704/684-4297

Suzuki Nat'l Cup Road Race Series

Northeast

4/16-17	Loudon, NH
4/30-5/1	Loudon, NH
6/11-12	Loudon, NH
7/2-4	Loudon, NH
8/20-21	Loudon, NH
9/3-5	Loudon, NH
10/1-2	Loudon, NH

Mid-Central

4/16-17	Beloit, IL
4/30-5/1	Elkhart Lake, WI
5/7-8	Brainerd, MN
7/16-17	Grattan, MI
7/30-31	Brainerd, MN
8/27-28	Beloit, IL
9/10-11	Beloit, IL

Mid-Atlantic

4/9-10	Indianapolis, IN
4/30-5/1	Warren, OH
5/28-29	Rockingham, NC
6/25-26	Pocono, PA
7/9-10	Rockingham, NC
8/20-21	Summit Point, WV
9/17-18	Summit Point, WV

Southeast

2/27-28	Daytona Beach, FL
3/26-27	Braselton, GA
4/9-10	Talladega, AL
4/30-5/1	Faulkville, GA
5/14-15	Talladega, AL
6/4-5	Talladega, AL
7/17	W. Palm Beach, FL
8/13-14	Braselton, GA
9/25	W. Palm Beach, FL

South Central

4/2-3	College Station, TX
5/21-22	Hallett, OK
6/11-12	Henderson, TX
7/16-17	E. St. Louis, MO
8/27-28	Henderson, TX
9/3-4	Memphis, TN
9/24-25	College Station, TX

Central Pacific

3/26-27	Sonoma, CA
4/16-17	Sonoma, CA
5/21-22	Sonoma, CA
6/19	Sonoma, CA
7/23-24	Sonoma, CA
8/21	Sonoma, CA
9/11	Sonoma, CA

Southwest

4/2-3	Riverside, CA
4/16-17	Rosamond, CA
5/28-29	Chandler, AZ
6/18-19	Rosamond, CA
6/25-26	Riverside, CA
7/2-4	Rosamond, CA
8/6-7	Chandler, AZ
9/11	Chandler, AZ

Mountain

5/1	Pueblo, CO
5/15	Denver, CO
6/5	Aspen, CO
6/19	Denver, CO
7/31	Denver, CO
8/14	Aspen, CO
9/12	Steamboat Springs, CO

Northwest

4/16-17	Portland, OR
4/30-5/1	Kent, WA
5/14-15	Portland, OR
7/17	Kent, WA
7/23-24	Portland, OR
9/11	Kent, WA
9/24-25	Portland, OR

AMA/CCS Supersport Nationals

3/4-6	Daytona Beach, FL
5/14-15	Braselton, GA
6/18-19	Loudon, NH
6/25-26	Elkhart Lake, WI
7/9-10	Monterey, CA
8/6-7	Lexington, OH
9/10-11	Talladega, AL
9/31-10/1	Sonoma, CA

SCORE Int'l Off-Road Series

4/1-3	Great Mojave 250 Lucerne Valley, CA
6/3-5	Baja Internacional Ensenada, Baja, Mexico
8/19-21	Off Road World C'ship TBA
11/3-6	Baja 1000 Ensenada, Baja, Mexico
12/9-11	San Felipe 250 San Felipe, Baja, Mexico

Info 818/889-9216

SETRA C'ship Hare Scrambles Series

4/3	Sumter, SC
5/1	Abbeville, SC

Info 803/229-5369

SETRA C'ship Enduro Series

2/21	Cochran, GA
2/28	Pelion, SC
3/6	Palatka, FL
3/13	Athens, GA
3/27	Abbeville, SC
4/10	Bristol, VA
4/24	Lawrenceburg, TN
5/8/	Charleston, SC

Info 803/229-5369

WERA Nat'l Endurance Road Race Series

3/12	Talladega, AL
4/16	Rosamond, CA
4/31	Faulkville, GA
5/14	Portland, OR
5/28	Rockingham, NC
6/11	Shannonville, Canada
7/2	Grattan, MI
7/16	E. St. Louis, MO
7/30-31	Garrettsville, OH
8/6	Long Pond, PA
9/3	Memphis, TN
9/17-18	Rosamond, CA
9/24	College Station, TX
10/8	Clermont, IN
10/15	Summit Point, WV
11/5	Braselton, GA

Info 803/681-9372

WERA Western Endurance C'ship

4/16	Rosamond, CA
5/14	Portland, OR
5/28	Vancouver, BC
6/12	Kent, WA
9/17-18	Rosamond, CA

WERA Nat'l Qualifier Road Race Series

2/20-21	Rosamond, CA
4/16-17	Talladega, AL
5/21-22	Grattan, MI
5/21-22	College Station, TX
6/4-5	Summit Point, WV
6/11-12	Hallett, OK
6/18-19	Rosamond, CA
6/25-26	Long Pond, PA
7/9-10	Rockingham, NC
7/9-10	Milwaukee, WI
8/6-7	Rosamond, CA
8/13-14	E St. Louis, MO
8/20-21	Talladega, AL
8/20-21	Summit Point, WV
8/27-28	Henderson, TX
9/3-4	Garrettsville, OH
9/3-4	Memphis, TN
9/24-25	Grattan, MI
9/24-25	College Station, TX
10/1-2	Faulkville, GA

Info 803/681-9372

WERA Grand Nat'l Final

11/3-6	Braselton, GA

IDBA Nat'l Drag Race Series

3/25-27	Birmingham, AL
4/15-17	Rockingham, NC
5/20-22	Bowling Green, KY
6/10-12	Norwalk, OH
7/8-10	Columbus, OH
8/26-28	Memphis, TN
9/23-25	Atco, NJ
10/14-16	Baton Rouge, LA

Info 205/849-7886

Dragbike! Nat'l C'ship Series

2/27-28	Miami, FL
4/9-10	Atlanta, GA
4/16-17	Los Angeles, CA
4/23-24	Dallas, TX
5/14-15	Syracuse, NY
5/22	Sacramento, CA
5/28-29	Marion, OH
6/18-19	Byron, IL
6/25-26	Fremont, CA
7/16-17	Spokane, WA
8/6-7	Cordova, IL
8/19-20	Albany, NY
9/3-4	TBA
9/17-18	Cincinnati, OH
9/24-25	Bradenton, FL
10/8-9	Phoenix, AZ
10/15-16	Los Angeles, CA
10/29-30	W Palm Beach, FL
11/18-20	Gainesville, FL

Info 315/735-1661

AMRA Nat'l Drag Race Series

5/14-15	Colonial Beach, VA
6/18-19	Union Grove, WI
7/2-3	Humbolt, IA
7/23-24	Cincinnati, OH
8/9-11	Sturgis, SD
9/17-18	Kokomo, IN
10/8-9	Nashville, TN

Info 312/250-0838

NETA C'ship Series

3/20	Chepachet, RI
3/27	Wrentham, MA
5/21-22	Meriden, CT
7/24	Wrentham, MA
8/14	Wrentham, MA
9/11	Ossipee, NH
9/18	Meriden, CT
10/2	Conway, NH
10/16	Chepachet, RI

Info 401/421-6929

NETRA C'ship Enduro Series

2/21	Stafford, CT
5/15	Somers, CT
6/5	Wrentham, MA
6/19	Warren, MA
8/14	Dunbarton, NH
8/21	Oxford, MA
9/11	Windsor, MA
9/25	W. Greenwich, RI
10/2	Chester, CT
10/9	Stafford, CT
10/30	Adams, MA
12/4	Marlborough, CT

NETRA C'ship Hare Scrambles Series

5/29	W. Greenwich, RI
6/26	New London, CT
7/17	Windsor, MA
7/24	Union, CT
7/31	Providence, NY
8/7	Norwich, VT
8/28	Cheshire, MA
8/18	N. Petersburg, NY
10/16	Brookfield, MA
11/6	Wrentham, MA

NETRA Turkey Run Series

5/22	Leominster, MA
5/29	Washington, MA
6/12	Allenstown, NH
6/26	Norton, MA
7/10	Adams, MA
7/31	Bartonsville, VT
9/11	Swiftwater, NH
9/18	Sandisfield, MA
10/2	Freetown, MA
10/23	Winshinton, MA
11/27	Plympton, MA

NETRA Junior C'ship Enduro Series

5/7	Meriden, CT
5/22	Wrentham, MA
6/18	Thomaston, CT
6/25	Southampton, MA
8/13	Dunbarton, NH
8/20	Oxford, MA
9/17	N. Petersburg, NY
10/1	Freetown, MA
10/15	Brookfield, MA
11/12	Leominister, MA

LA State C'ship Hare Scramble Series

2/28	Shreveport, LA
3/27	Jonesboro, LA
4/17	Minden, LA
5/1	Enon, LA
6/5	Mooringsport, LA
7/17	Sterlington, LA
9/4	TBA
10/2	Watson, LA
10/16	Ringgold, LA
11/5	Shreveport, LA

Texas Arenacross Series

2/26-28	Temple, TX
3/4-6	San Antonio, TX

Info 817/433-5587

CMC/Dodge Truck Golden State Nat'l MX Series

2/21	San Bernardino, CA

Info 714/261-6116

AFM North Road Race Series

3/26-27	Sears Point, CA
4/16-17	Sears Point, CA
5/21-22	Sears Point, CA
6/19	Sears Point, CA
7/23-24	Sears Point, CA
8/21	Sears Point, CA
9/11	Sears Point, CA
10/23	Sears Point, CA

Info 415/327-0908

AFM South Road Race Series

4/2-3	Riverside, CA
5/28-29	Phoenix, AZ
6/25-26	Riverside, CA
7/16	Phoenix, AZ
8/13	Phoenix, AZ
9/3-4	Phoenix, AZ

Info 818/963-8676

Best of the West Series

6/19	Kernville, CA, MX
10/2	Sunrise, CA, GP
10/16	Rand, CA, End.
10/23	Lucerne, CA, H&H

WSMA Formula USA C'ship Series

3/19-20	Willow Springs, CA
4/2-3	Willow Springs, CA
5/14-15	Willow Springs, CA
6/4-5	Willow Springs, CA
9/10-11	Willow Springs, CA
10/1-2	Willow Springs, CA
11/5-6	Willow Springs, CA

Info 805/256-2471

Mickey Thompson Off-Road C'ship Grand Prix Series

4/9	Seattle, WA
* 4/23	Houston, TX
5/7	Pasadena, CA
6/11	Los Angeles, CA
10/1	Las Vegas, NV

* Tentative

Info 714/938-4100

Golden State Enduro Series

2/21	Coalingia, CA
3/6	Kelso, CA
4/9	Georgetown, CA
4/17	San Luis Obispo, CA
4/24	Sonora, CA
5/1	Lucerne, CA
5/22	Placerville, CA
12/10	Tecate, Baja, CA, Mexico

Info 714/643-9108

National Association Motorsports Enterprises Presents

1988 N.A.M.E. SPRING MOTOCROSS SERIES

Motorcycles & ATVs

Tony D. MOTOCROSS SCHOOLS · BIC · SCOTT USA · Gear

March 6	Camp Coker Motorsports Park	Society Hill, SC
March 20	Hell Hole Creek MX	Leesville, SC
April 3	Rolling Hills Cycle Park	Reidsville, NC
April 24	Devil's Ridge Motocross	Sanford, NC
May 8	Rolling Hills Cycle Park	Reidsville, NC
May 22	Camp Coker Motorsports Park	Society Hill, SC
June 12	Hell Hole Creek MX	Leesville, SC

Race Information: **(919) 342-4492, Track Information: Camp Coker - (803) 378-4715, Hell Hole - (803) 532-5578, Devil's Ridge - (919) 776-2412.**

Classes:

Motorcycles
0-85cc (7-11), 0-85cc (12-15),
Super Mini, Schoolboy, Senior,
125 Novice, 125 Amateur, 125 Pro
250 Novice, 250 Amateur, 250/500 Pro
500 Amateur

ATVs
0-85cc Youth 3&4 Wheel
3 Wheel Amateur (250cc)
4 Wheel Amateur (250cc)
4 Wheel Am. 4-Stroke
4 Wheel Pro
Open ATV

$75/$50/$40 Paid Per Moto Guaranteed Minimum Pro Payout
Further Payout Based Upon Rider Entry Level (1per 3 rider base)
Trophies Awarded Based Upon 1 per 3 riders

$1,500 In Savings Bonds Distributed To Amateur Class Champs!
Series Awards 5 Trophies Per Class
Jackets To Overall Series Class Winners.

Entry Fee: $15 Per Amateur Class - $25 Per Pro Class
Registration Starts 7:30AM - Practice Starts 9:00AM
Racing Starts 10:30AM For Each Race

SRA SANCTIONED POINT EVENT
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+ $ 6.00 MEXICAN INSURANCE WHICH MUST BE PURCHASED AT SIGN UP (RACE LIABILITY ONLY)

*$50.00 Mail Entry ..... Includes Insurance Package: MEXICAN RACE LIABILITY INSURANCE - MEXICAN VEHICLE LIABILITY INSURANCE FOR FRIDAY, SATURDAY, SUNDAY AND MONDAY. ($1,000. MEDICAL, $3,000. PROPERTY DAMAGE, $15,000.-$30,000. BODILY INJURY.

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For Official Use Only / O.P. number / AMT. of CHECK / RIDER CLASS PROOF / CHECK NO.

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ATC: ☐ EXPERT ☐ AMATEUR ☐ NOVICE ☐ BEGINNER ☐ UNCLASSIFIED ☐ CLASS 1 0-200 cc ☐ CLASS 2 201 cc & UP

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Feb. 28 Glen Helen
T.G.I.S. Series
Feb. 20 Perris Raceway
Feb. 27 Perris Raceway
INFO: (714) 582-3482

PERRIS
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Feb. 20 SMX
27 SMX
Mar. 5 SMX
6 CMC MX
12 SMX
13 SMX
19 SMX
26 SMX
27 SRA G.P.

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SRA California Schedule
Feb. 28 Butterfield
Mar. 27 Perris
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Sunday, March 27 - 11:00AM
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~~April 4 thru 7~~
May 16 thru 19
May 23 thru 26
June 13 thru 16
June 27 thru 30
July 18 thru 21
July 25 thru 28
August 9 thru 12
August 23 thru 26
November 24 thru 27
(Additional schools may be added to schedule)

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FEBRUARY						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29					

MARCH						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

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February 19

OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON SHORT TRACK
• AMA. Landspeed Sports, Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

February 19-20

HAWAII SPEEDWAY
• Int'l Speedway. Aloha Stadium, Honolulu. Info 714/492-9933.

February 19-21

MEXICO DESERT RACE
• 2nd Annual Gran Carrera Internacional. On-Dirt magazine/Baja Promotions. San Felipe, Baja, Calif. Info 818/992-6355 or 340-5750.

February 20

CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA STADIUM MX
• Mickey Thompson Ent. Group. Jack Murphy Stadium, San Diego. Info 714/938-4100.
FLORIDA MX/SAND DRAGS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
INDIANA MX/ICE RACE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
OHIO SHORT TRACK
• AMA/D-12. Triangle MC. Indoor S.T. Series. Marion Fairgrounds Coliseum, Marion. Info 614/383-3887 or 382-6085.
OKLAHOMA ARENACROSS
Expo Square Pavilion, Tulsa Fairgrounds, Tulsa. Info 918/838-3777.
WISCONSIN ICE RACE
Shawano Lake Ice Racing Assn. Shawano County Park, Shawano. Info 715/524-4016 or 524-2772.

February 20-21

CALIFORNIA DESERT RACE
• AMA/D-38/Fudpucker Racing Team. 8th Annual 150 Mile King of the Desert. Ancient Dry Lake Bed, Imperial County. Info 619/427-5759.
CALIFORNIA ROAD RACE
• WERA Pacific/Mountain Region/WSMA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
MEXICO ROAD RACE
CRRC Series. Autodromo de Monterrey. Monterrey. Info 713/342-1902.
MICHIGAN ICE RACE
MRA. Clark Lake. Info 517/522-4380.

February 21

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Glen Helen Park, San Bernardino. Info 714/261-6116.
CALIFORNIA ENDURO
AMA/D-36/Salinas Ramblers MC. Quicksilver Nat'l Enduro. Clear Creek Management area, between King City & Colinga. Info 408/422-3232 or 384-8151.
CALIFORNIA MOTOCROSS
• CMC. Independent Motorsports, Inc. Pearsonville. Info 619/446-7240 or 805/945-9113.
CALIFORNIA TRIALS
AMA/ATA/Plonkers Trials Club Observed trials. Lucerne Vally. Info 818/964-1191 days.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA MOTOCROSS
• CMC. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA SCRAMBLES
San Jose Fairgrounds, Jan Jose. Info 408/436-8228.
CALIFORNIA MOTOCROSS
• CMC. Tulare Raceway, Tulare. Info 209/686-4040 or 688-3949.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SUPERCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CONNECTICUT ENDURO
NETRA C'ship Series. Snow Run. Stafford. Info 203/875-5757.
FLORIDA MOTOCROSS
FMC Winter Series. Ocala MX, Zuber. Info 904/622-9400 or 867-1340.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
S.E. MX GA/SC Winter Series. Beaver Creek Raceway, Sylvina. Info 912/829-3792.
ILLINOIS ICE RACE
Ottawa Ice Racers. Marseilles. Info 815/433-3554.
ILLINOIS MOTOCROSS
AMA/D-17 & 15. Lincoln Trail Motorsports, Casey. Info 217/932-2041.
INDIANA ICE RACE
• J & M Racing. Clear Lake, La Porte. Info 219/324-7180 Sat. eve.
KENTUCKY MOTOCROSS
AMA/Lakeland MX. Trigg Co. Recreation Complex, Cadiz. Info 502/522-6389.
MARYLAND MX/HARE SCRAMBLES
Budds Creek MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS ICE RACE
GJM Promotions. Hamilton Rod & Gun Club, Sturbridge. Info 617/943-9197.
NEW YORK ICE RACE
Tri State MC. Crestview Lake, New Windsor, (Newburg). Info 914/427-2248.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
• 5th Annual Carolina Winter Series. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLE
Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.
OHIO ARENACROSS
• AMA/AATVA/NACC. Toledo Sports Arena, Toledo. Info 304/594-1157.
OHIO HARE SCRAMBLES
ERA/AMA/D-11. Hoovers Farm, Commercial Point. Info 614/875-5343.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA MOTOCROSS
5th Annual AMA Carolina Winter Series. Hell Hole Creek MX,, Leesville. Info 803/532-5778.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Natchez Trace State Park exit, Lexington. Info 901/948-1516 or 615/890-3003.
TENNESSEE HARE SCRAMBLES
Volunteer Riders Inc. Sevierville. Info 615/453-9247.
TEXAS HALF MILE
AMA. Devils Bowl Speedway, Dallas. Info 817/488-9133.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• AMA. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS ENDURO
TSCEC/HPEC Enduro. Permion Basin MC Assn. Crane. Info 915/683-0013.
TEXAS MX/SHORT TRACK
• Laredo MC. Border MX Challenge Series. Webb County Int'l Speedway, Laredo. Info 512/723-6221 or 723-4602.
WASHINGTON MOTOCROSS
Squisher Racing. Mabton Dunes, Mabton. Info 509/837-4438.
WISCONSIN ICE RACE
Lake Wisconsin, Madison. Info 608/244-2961.

February 23

FLORIDA DIRT TRACK
• AMRA—Pros. Lake City. Info 813/938-4573.

February 24

FLORIDA SHORT TRACK
• AMRA-Pros. Palatka/Stasuma. Info 813/938-4573.
MICHIGAN MUD/SNOW BOG & MX
Dearborn Jaycees. Ford Field, Dearborn. Info 313/274-0623.

February 24-25

MICHIGAN MOTOCROSS
Dearborn MX Assn./ Dearborn Jaycees. Heritage Hills Arena, Dearborn. Info 313/274-0623.

February 25

FLORIDA DIRT TRACK
• AMRA-Pros. Ocala. Info 813/938-4573.

February 26

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

February 26-27

NORTH CAROLINA ARENACROSS
NAME/M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.
TEXAS ARENACROSS
• TX Arenacross Series. Mike Kidd Promotions. San Antonio. Info 817/433-5587.

February 26-28

FLORIDA HALF MILE
• AMA. Volusia Speedway, Barberville. Info 904/253-6711.

February 27

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA OT MOTOCROSS
Off-Road Am OT Nat'l MX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MX/SHORT TRACK
• Orange County Raceway, Orlando. Infoo 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA ROAD RACE
AMA/CCS Sprints. Daytona Int'l Speedway, Daytona. Info 904/254-6767.
FLORIDA MOTOCROSS
Gatorback Park, Gainesville. Info 813/822-8929.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
NEVADA SAND DRAGS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
WISCONSIN ICE RACE
Shawano Lake Ice Racing Assn. Shawano County Park, Shawnao. Info 715/524-4016 or 524-2772.

February 27-28

ALABAMA ROAD RACE
WERA C'ship Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-7010 or 362-6370.
CALIFORNIA MOTOCROSS
Old Timers MX/OTHG only, Glen Helen Raceway, San Bernardino. Info 818/882-5935.
CALIFORNIA ROAD RACE
ARRA. Riverside Int'l Raceway, Riverside. Info 805/966-5700.
FLORIDA ROAD RACE
AMA/CCS. Daytona International Speedway, Daytona Beach. Info 704/684-4297.
FLORIDA DRAGS
• Dragbike! C'ship Series. Miami-Hollywood. Info 315/735-1661.
NEW YORK ICE RACE
AMA/AATVA Am. Nat'l C'ship. Frozen Ocean MX Park Inc., Emerson Park, Auburn. Info 315/784-5466.

February 28

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA ROAD RACE
AMA/CCS Sprints. S.W. Region. Firebird Int'l Raceway, Chandler. Info 602/583-8859.
ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-7223.
CALIFORNIA OT MOTOCROSS
• Off-Road Pro OT Nat'l. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.

CALIFORNIA MOTOCROSS
CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● SMX. Glen Helen ORVP, San Bernardino. Info 714/582-3482.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MARATHON
Sandhill Ranch, Brentwood. Info 209/524-7013.
CALIFORNIA MINI ROAD RACE
SRE/CA Challenge Series. Oxnard Go-Kart Track, Oxnard. Info 805/871-7055.
CALIFORNIA ENDUROTHON
San Jose Fairgrounds, San Jose. Info 408/436-8228.
COLORADO TRIALS
RMTA Intermediate #1. Stock Ranch, Canon City. Info 303/330-2923 or 475-2018.
FLORIDA MOTOCROSS
● AMA Nat'l C'ship Series. Gatorback Raceway, Gainesville. Info 813/822-8929.
FLORIDA HARE SCRAMBLES
AMA Nat'l C'ship. Florida Suncoast Trail Blazers. Rocking V Ranch, Plant City. Info 813/932-9706 or 238-8485.
FLORIDA MX/SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
FMC Winter Series. South GA MX, Valdosta. Info 912/559-6080 or 242-9751.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Rome Cycle Ranch, Rome. Info 404/235-3454.
ILLINOIS ICE RACE
Ottawa Ice Racers, Marseilles. Info 815/433-3554.
ILLINOIS HARE SCRAMBLE
AMA. Burlington Valley Duster MC. Sandy Oaks, Keithsburg. Info 319/754-7308.
INDIANA MX/ICE RACE
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA ICE RACE
● J & M Racing Club. Clear Lake, La Porte. Info 219/324-7180 Sat. eve.
LOUISIANA HARE SCRAMBLE
LA State C'ship Series. Shreveport.
MARYLAND MX/HARE SCRAMBLES
Budds Creek MX, Budds Creek. Info 301/475-2000.
MINNESOTA ICE RACE
● Omar's Gopher Racing. Club 400, Pleasant Lake, St. Cloud. Info 612/593-1283.
NEVADA MOTOCROSS
● Las Vegas MX Club, Las Vegas Int'l Raceway. Info 702/365-1080.
OHIO HARE SCRAMBLE
Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
PENNSYLVANIA SUPERCROSS
● Trail-Way Speedway SX C'ship, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
B & B Promotions. New Low Country MX Track, Hardeeville. Info 912/355-1816.
SOUTH CAROLINA MOTOCROSS
S.E. MX GA/SC Winter Series. Islandton MX, Islandton. Info 803/625-4300.
TENNESSEE MOTOCROSS
B & J MX, Clarksville. Info 502/522-6389.
TEXAS MOTOCROSS
● Bastrop Raceway, Bastrop. Info 512/832-1274.
TEXAS MOTOCROSS
South Forty MX Track, Crane. Info 915/558-3989.
WASHINGTON TRIALS
Puget Sound Trialers. Goldbar. Info 206/883-7702.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-4438.

February 29

FLORIDA ROAD RACE
AHRMA Vintage Bike Series, Daytona Int'l Speedway, Daytona. Info 904/253-6711.
FLORIDA MOTOCROSS
AMA/AHRMA. Daytona Int'l Speedway, Daytona. Info 813/822-8929.

March 2

FLORIDA ROAD TOUR/POKER RUN
Daytona 200 MC Alligator RT/PR. Daytona. Info 904/255-1203.
FLORIDA SHORT TRACK
● AMA Regional C'ship. Pro-Am/Junior. Memorial Stadium, Daytona Beach. Info 904/254-6767.

March 3

FLORIDA ENDURO
AMA/Daytona Dirt Riders Alligator Enduro. Tomoka Woods, Daytona. Info 904/761-5522.
FLORIDA ROAD RACE
Supersport 600cc/ 250cc GP/ Supersport 750cc heats. Daytona Speedway, Daytona Beach. Info 904/254-6767.
FLORIDA SHORT TRACK
● AMA Regional C'ship. Memorial Stadium, Daytona Beach. Info 904/254-6767.

March 4

FLORIDA ROAD RACE
50-Mile Pro Twins Modified Final/ 50-Mile Superbike Sprint Heat #1 & #2/ 50-Mile Pro Twins GP Final/ 35-Mile 750cc Supersports Final. Daytona Int'l Speedway, Daytona. Info 904/254-6767.
FLORIDA SHORT TRACK
● Memorial Stadium, Daytona Beach. Info 904/254-6767.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

March 5

CALIFORNIA SHORT TRACK
● R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA SPEEDWAY
● Coors Spring Classic. Int'l Speedway. Long Beach Veterans Stadium, Long Beach. Info 714/492-9933.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA GRAND PRIX
AMA/D-37/Viewfinders MC. Riverside Int'l Raceway, Riverside. Info 805/499-2265.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA ROAD RACE/MX
25-Mile Superbike LCQ/ 100-Mile Grand Prix Final/ Daytona Supercross. Daytona Int'l Speedway, Daytona. Info 904/254-6767.
FLORIDA SHORT TRACK
● Budweiser 600cc Nat'l DT Memorial Stadium, Daytona Beach. Info 904/254-6767.
FLORIDA POKER RUN
Harley-Davidson MDA. Holiday Inn, Surfside, Daytona. Info 904/254-6767.
INDIANA MX/ICE RACE
H Cubed Inc. Lake Eliza, Valparariso. Info 219/462-3267.
NEW YORK MOTOCROSS
AMA. Long Island Sports Committee. Westhampton MX, Westhampton. Info 516/929-4933.

March 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA DESERT RACE
AZ Desert Racing Assn. Salome 100. Salome. Info 602/252-1900.
CALIFORNIA DESERT RACE
● AMA/D-38/Fudpucker Racing Team. Bonzai Run. Ancient Dry Lakebed, Imperial County. Info 619/427-5759.
CALIFORNIA GRAND PRIX
● CRC/WMXA Spring Nat'l. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● CMC Weekend of Champions Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
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● CMC. Perris Raceway, Perris. Info 714/261-6116.
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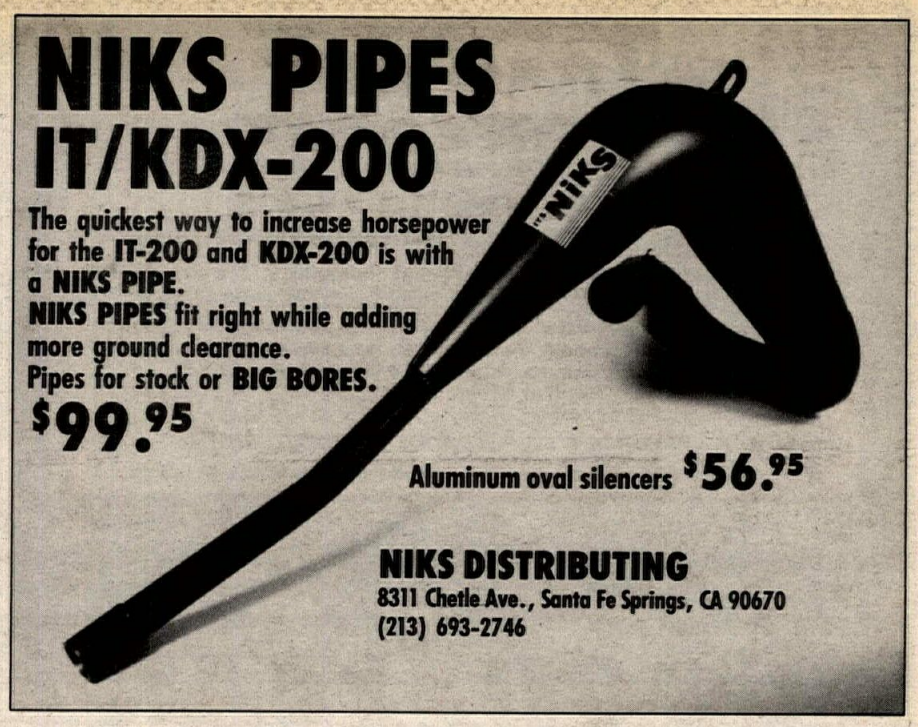

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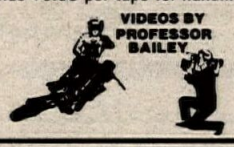

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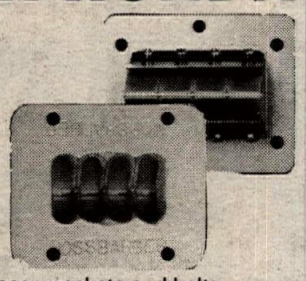

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How you can win

(Continued from page 2)

candidate for any office in California that suggested the imposing and vast restrictions S7 proposes.

The 54-year-old senator was San Diego's mayor and state legislator for more than 20 years, though he suffered a crushing defeat in California's 1978 gubernatorial primary. In his last year as first-term U.S. Senator, Wilson has continued his low key approach to office. One aide says of Wilson, "He's likely to be noncommittal until the end. That's not to say he'll vote against (or for). He will not give you simple answers you can put in a lead paragraph." This has been his ploy with S7 which Wilson has avoided like a political time bomb.

Pete Wilson will soon take a position on S7. His aide, Jim Burroughs, is quoted, "He is really not in a position to delay his involvement with this issue. That wouldn't sit very well with voters." Over the past two decades, supporting environmental issues, no matter how outlandish, secured a vital voting block. But popular and acceptable environmental land closures are running short of acreage which doesn't impact business, employment, recreation and/or national defense interests. S7 is a landmark legislation in that regard.

All of California's legislators, state and federal, have conceded receiving huge volumes of mail on S7, except Wilson's office. They have continued to stonewall any queries about the amount or slant of their S7 mail. Hi-Torque publishing (Dirt Bike, Motocross Action, Dirt Wheels, Mountain Bike Action) inserted seven and a half-million post cards opposing S7 in their magazines, two and a half-million addressed to Cranston and Wilson. Additionally, hundreds of thousands of personal letters, petitions and phone calls have gone to legislators opposing S7. In every case, saving silence from the Wilson camp, mail is strongly opposed to S7 upwards of nine-to-one.

The subject of Wilson's concern and awareness of his constituency may become a campaign issue. Long time Wilson confident and attorney Vigo Nielson was quoted as saying, "His biggest up side is that he . . . happens to be very close to the California . . . mainstream. The down side is, I don't think they (the voters) know it." Unlike other California legislators, Pete Wilson and his office are slow, and often neglect, in responding to constituents' mail. In surveying more than 100 people who have written to Wilson opposing S7, some as many as 10 times, the only reply received was a form letter addressed "Dear Friend," some arriving seven months later. Roughly a third have never received any response at all.

Conversely, most other California legislators have sent more timely and, often, personal replies to these letter writers. Most also regularly send political newsletters to Californians which include briefs on prominent issues, voting records, survey questionnares and their results. Wilson doesn't communicate with his constituency in any like manner. There is therefore an inclination for Californians to feel distanced from Pete Wilson and unaware of his activities or positions.

Recently, at a field outing sponsored by a small group of S7 opponents, Wilson's office was attributed to saying that the senator had not received (any) mail opposing S7. The statement was vehemently denied by a Wilson representative though corroborated by State Senator H.L. "Bill" Richardson's staff. It's absurd that Wilson has received any less than hundreds of thousands of pieces of mail on S7. Nonetheless, Wilson's staff have declined to respond to repeated queries about his S7 mail status. They have also refused or not responded to numerous requests for an interview with the Senator by this reporter and others.

In a recent article in the Los Angeles Times on "Congress' Mailbag," a surprising number of politicians refuted constituent mail affected their vote on legislation. A shocking quote came from representative Anthony Beilenson who said, "On a big issue, the mail is not going to make a lot of difference. I'm not going to change my opinion just because I get a lot of mail." Wilson once responded to a letter regarding the shoe industry which read: "Senator, I'm only 12-years-old so I don't get to think about foreign policy issues." On the other hand, a Wilson staffer said, "Pete never reads any of his mail. He just doesn't have the time."

In spite of the large majority of popular opposition to S7, appearances and staff comments indicate that Wilson will come out in support of S7. Wilson previously co-authored an Alan Cranston bill which closed 1.9-million acres of California to wilderness. Opponents of S7 have attempted to point out to Wilson that California has already given up 5.4-million acres to wilderness administration since 1976. California already has sprawling federal and state forest and park systems.

Fellow Republican and Californian, President Ronald Reagan, is a questionable supporter of the Senator. Wilson campaigned for Gerald Ford, and against Reagan, in a previous presidential primary, an alliance which is not forgotten by long in the tooth Reaganites. Rumors persist that Wilson's financial campaign manager will leave because "major" contributors are uncomfortable with his political obscurity. His campaign will require $12-million to match McCarthy's war chest.

Wilson's campaign staff is comprised of people who engineered Ed Zschau's narrow defeat in the 1984 effort to unseat Alan Cranston. The loss is widely blamed on Zschau's flip-flop on issues and his comparative recluse versus Cranston's openness to constituency and press. Observers are watching to see if the same strategy of shunning media, issues and constituency, a long time Wilson trait, will continue in his bid for reelection.

There are two options for Pete Wilson on the volatile S7 issue — support S7 or endorse the BLM's 'Desert Conservation Plan.' The BLM has spent 12 years developing the plan which was mandated to them by a bill, ironically, co-authored by Cranston. This plan included four years of hearings and $7 million to complete as a multiple user concept for *all* interests. Conversely, S7 was authored exclusively by the Sierra Club which excluded all outside input including that of other environmental groups. The BLM's 'multiple user' plan is flawed, but it is the environmental compromise accepted by opponents. California's BLM director Ed Hastey is quoted: "This (BLM plan) was done with professional biologists and planners. (S7) ignores all this. They (the Sierra Club) don't talk to the professionals. They have a lot of amateurs running around developing a whole new plan . . . They (biologists and archeologists) were completely ignored."

The opposition will press hard on Wilson's obscurity and political definition. A harsh critic of Wilson is Congressman Tony Coelho the House majority whip. He was quoted in the California Journal; "He has come across as sort of a namby-pamby, milquetoast [sic], irrelevant, and just a Reagan robot. He's just too much part of the wall decorations. He's not a factor . . . if his people try to say he's not in trouble, (that) he's strong — B.S. He knows that he's in trouble."

Cranston (and the Democratic party) will throw his full support behind opponent Leo McCarthy. Further, regardless of the Senate election outcome, Cranston's staff have said that 'he will proceed with the bill with or without Wilson's involvement.' Cranston feels time is on his side. Even if S7 fails in this senate session, he will introduce a "more strongly and broader" worded version next January in the 101st Congress.

Senate Bill 7 was neither designed nor perceived as a partisan issue. But in the upcoming election for California's number-two senate seat, S7 is an issue for both camps. Leo McCarthy has made his stand and put on the gloves. Wilson hasn't yet emerged from his dressing room.

Wilson's knowledge of S7's impact is seriously questioned by opponents regarding his ability to make an informed decision. In spite of the enormous mail flow, U.S. Senate hearings, public and government testimony, he was unaware that the extremely influential NRA (representing over 300,000 California voters) was staunchly opposed to S7 until a few weeks ago. Wilson also didn't know that national defense over-flights from numerous sprawling bases in California would be severely curtailed and/or eliminated. Wilson is on the Armed Forces Committee.

The Sierra Club, Wilderness Society and radical Earth First! have gone to extensive lenghts to get S7 in every imaginable media. They sponsor and endorse ongoing desert field trips to sway legislators. Ironically those standard ploys are backfiring. The San Bernardino Sun has been at the forefront supporting of S7 through editorial campaigns centered on off-road recreationists. Hundreds of editorials and letters have been printed in The Sun endorsing the bill. Yet, in their own carefully worded reader survey a few weeks ago, The Sun was unable to muster even a majority reader support for S7.

A mere 100,000 votes edged Alan Cranston back into office with more than seven-million voting in 1984. The certain battle between Wilson and McCarthy appears that it will be every bit as close. Wilson's choice to support S7 on the BLM Plan will side him either with the Sierra Club, Wilderness Society and Earth First! or with hundreds of opposition groups.

Senate Bill 7's outcome will determine that fate of millions of residents, visitors and recreationists as well as hundreds of industries and businesses. Wilson's stand on S7 will also determine California's next U.S. Senator. Senator Wilson best states his own case in the California Journal, "If you have simply done the good job and people are unaware of it, that doesn't do you much good."

Leo McCarthy knows that too. He recently was quoted as saying "What I'm really running against is an absentee senator."

Dave Holeman

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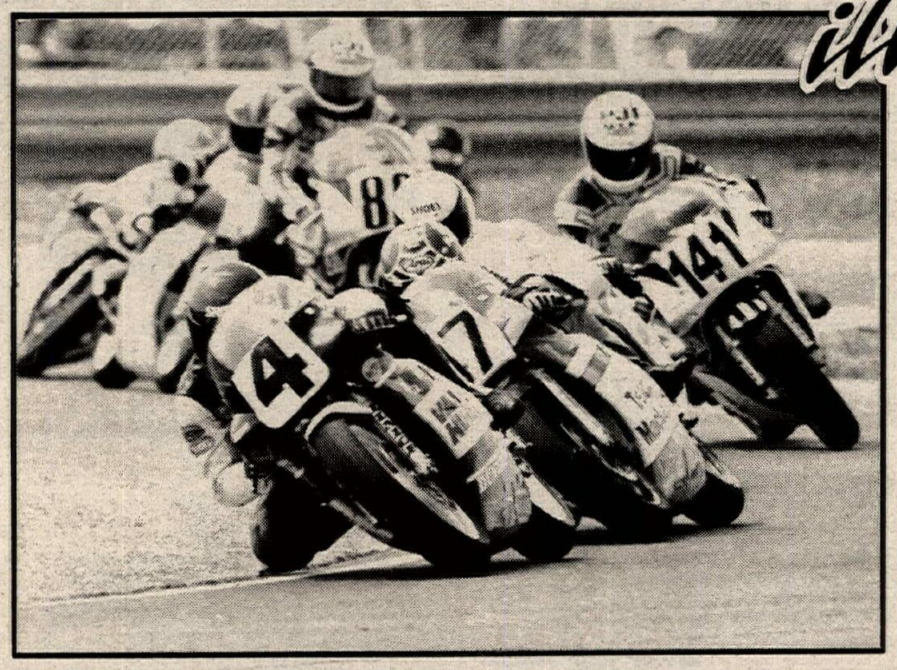

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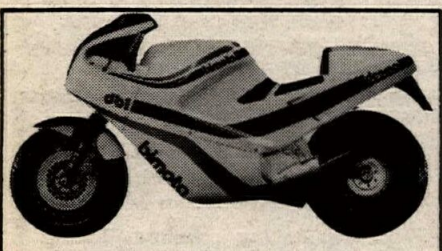

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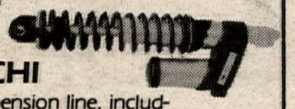

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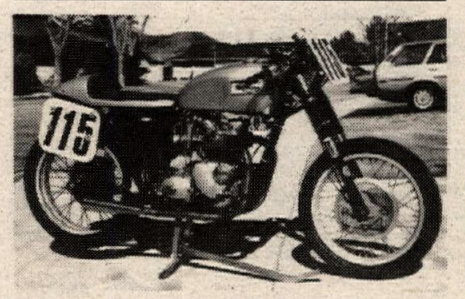

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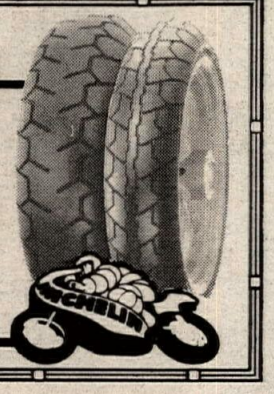

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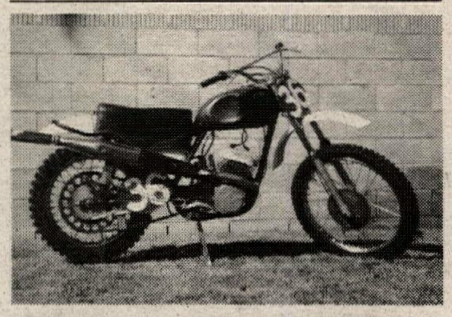

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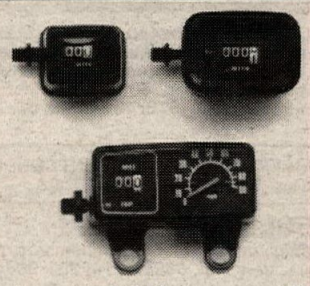

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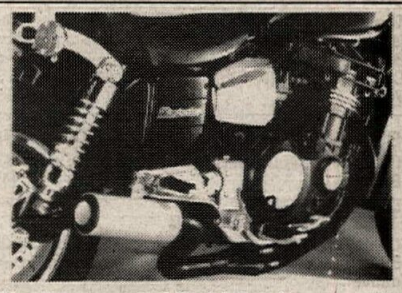

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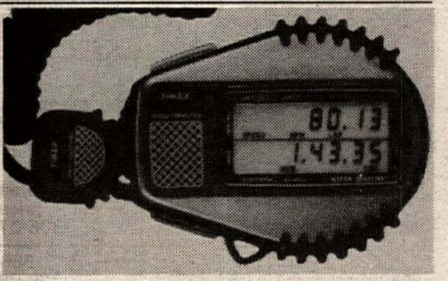

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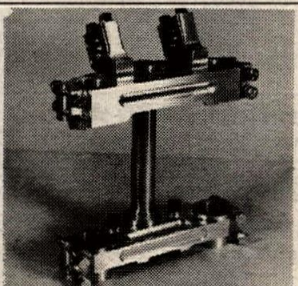

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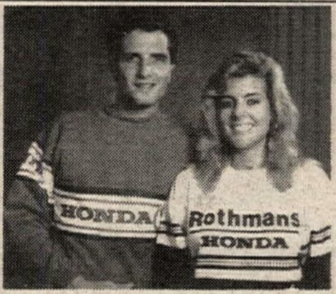

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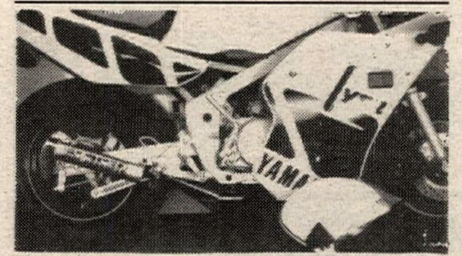

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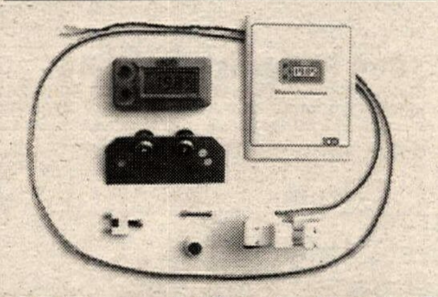

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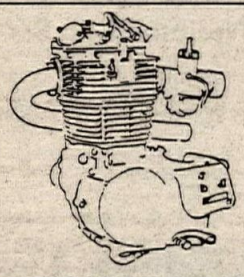

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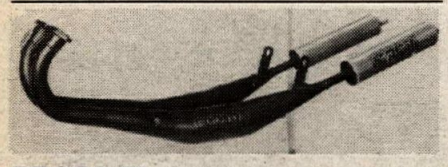

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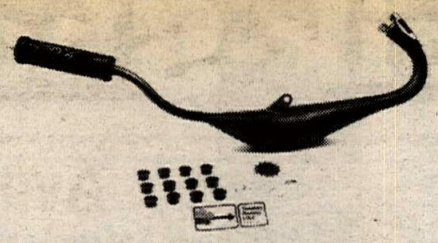

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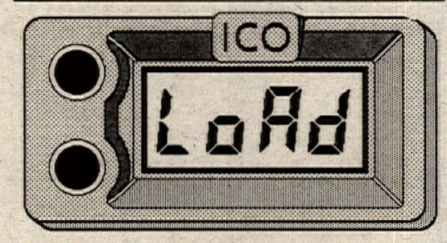

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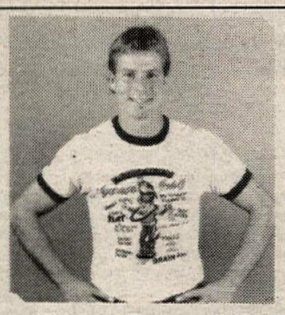

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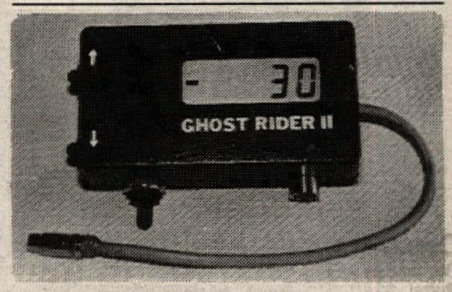

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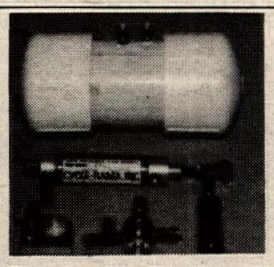

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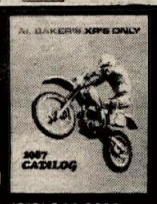

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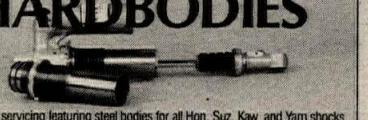
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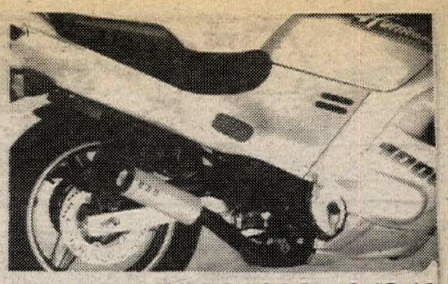

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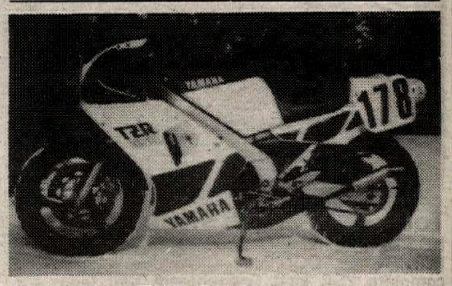

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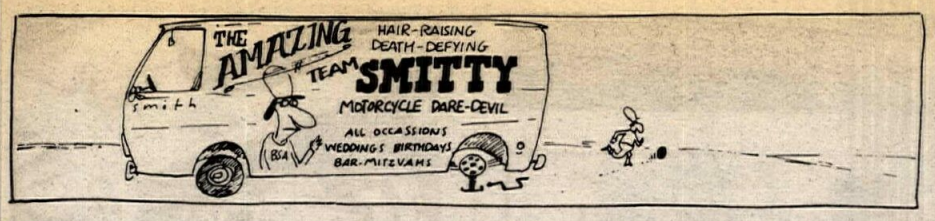

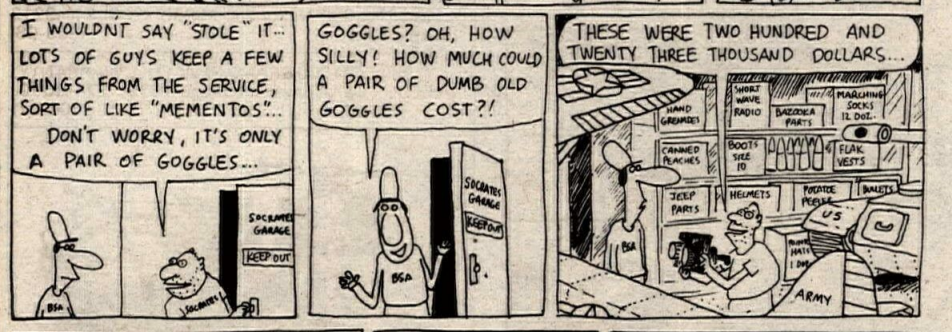

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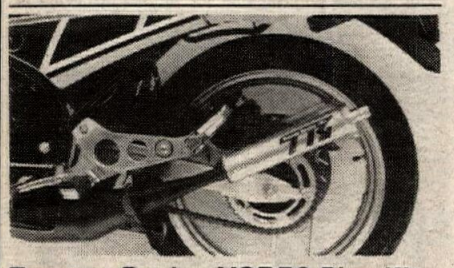

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ADVERTISER'S INDEX

A & A Racing Service 38
A F M 30
A T K 34
Adolph Coors Company 13
Al Baker Racing 42
Alhambra Honda 36
American Jawa Ltd. 37
AMRA-Pros, Inc. 31
Andrews Honda 42
Andrews Yamaha-Kawasaki 42
Applegate 29
Baja Off Road Tours 42
Baja Promotions Ltd 19
Banzai Bros. 42
Barr's Competition 37
Bates Industries 41
Beach Yamaha 32,39
Bert's Motorcycles 24
Bertus Jawa CZ M/C's 33
Blocker Enterprises, Inc. 38
BMW Of Daytona 37
Buffalo Number Plates 41
Burbank Yamaha 29
C M C 30
C R C 30
C R R C 30
C.L.A.S.S. 37
Camel Pro 44
Carb Parts Whse 34
Carolina Wheels & Props 41
CC Specialty 37
Championship Cup Series . . . 27,37
Chariot Mfg. Co. 32
Class 42
Competition Tire 32
Connecticut Cycle Works 36
Cosmopolitan Motors 36
Cycle Design 49
Cycle Specialties Athens 41
D&D Performance Exhaust . . . 33,38
Daeco 37
Dennis Kirk 26
Dirt Shirts 39
Double Cross Racing Assn 32
Dr. John's MC Frame 39
Dunlop 42
Duralube 42
E & E Enterprises 39
Earl Mark Productions 36
Edgell Expositions 27
Engine Dynamics Co. 34
Eric's Motorcycle Co. 27
European Cyc Specialties 32
F & L Company 34
Freewheeling Honda 42
Gary Baileys' MX School . . . 32,38
Gary Nixon 36
Great American M/C Shows . . . 25
Great Lakes H/D 41
H & H KTM/Husq 34
H T Racing 42
Halls Harley Davidson 41
Halmar Videos 42
Heid's Hodaka 41
Hi-Point Racing Products 26
Hickman Racing 41
High Performance Tuning 39
Hilltoppers M.C. Inc. 31
Hogan Cycles 41
Honda West 39
Kal Gard 21
Kawasaki Motor Corp 5,9
Kayo Corp . . . . . Insert
Ken Maely 41
KTM America 36
La Carrera Road Race 30
Laguna Seca Raceway 15
Lou's Leathers 37
Malcolm Smith 29
Maxima 17
Megacycle Engineering 24
Mickey Thompson Ent Grp 17
Montgomeryville Cycle 39
Mossbarger Racing 34,38
Moto-East USA 42
Motocross Fox 37
Motorcycle Road Racer 35
Motorcycle Tire Works 34
Motorcycle World 19
Motorsports Printing 42
Motul 29
Motul USA 36
Mustang Tracks 30
Muzzy's R&D 38
N M A 30
N.A.M.E. 31
Neil Keen 29
Nik's Distributing 33
Oakland Spt Ctr 26
Orient Express MC Inc. 38
Paul Thede's Race Tech 42
Personal Cycle Service 33,41
Phillips Racing Fuel 26
Pro Action Innovation 41
Pro Cycle KTM 42
Pro Italia Motors 39
Pro Plates 42
Pro Trac Trailers 37
Procaliber KTM & Husky 37
Raceway Honda 37
Racing Engine Components 38
Racing Engine Services 38
Racing Enterprises 30
Razee Motorcycle Center 39
Rick Johnson 42
S R A 30
S&S Sprockets 26
S.R.E. 30
Sammy Tanner Dist. 37,38
Sand Hill Motocross 30
Scotts Scooter Service 38
Shoei Helmets 13,42
Sloans Cycle Sales 36
SMX 31
Solmax Racing 42
Solmax/Phil Flack Racing 33
South City Cycle 26
Sport Promotion 31
Sport Tracks 26
Sports Racing Products 39
Steve Storz Performance 42
Sudco Int'l 39
Sunnyslope M/C 38
T.S.R. 41
Trailway Speedway 32
U S T, Inc. 41
U.S. Suzuki 14,15
USA Lubricants 34
Vance & Hines 24
Vanson Leathers 36
Videos By Prof. Bailey 34,42
Walt-Schaffer Cycle Sup 38
Web-Cam 38
Wheel Works 29
Wheelsports 41
White Bros Cyc Spec 39
Willow Springs Raceway 30
Win Daytona! 23
Wiseco 42
World Sports Promotion/n . . . 21,41
Yamaha Motor Corp (USA) 24

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